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LOCAL BRANCH.

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EX-M.P. & WIFE
CHARGED WITH
RAILWAY FRAUD.

RESIGNATION NOW
EXPLAINED.

WIFE TRAVELS TO WALES
WITH M.P. TICKET.

SORRY POSITION.

London, Feb. 6.

The resignation of Mr. T. I. Mardy Jones, the Labour M.P. for the Pontypridd Division of Glamorgan, was explained in a sensational manner this morning when the ex-M.P. and his wife appeared in the dock at Marylebone Police Court.

It is revealed that Mr. Mardy Jones was yesterday granted a Parliamentary sinecure (the stewardship of the Manor at Northsetted) as a means of retiring gracefully from the House of Commons. It is evident now, of course, that Mr. Mardy Jones was, to all intents and purposes, to resign.

The charge against Mr. and Mrs. Mardy Jones concerned the privileges granted to Members of Parliament on British railways, and was one of abusing Parliamentary railway vouchers.

Plead Guilty.

Both pleaded guilty. It was revealed in evidence that Mrs. Mardy Jones, in December last, used tickets issued to her husband in November in exchange for free travel vouchers supplied to members of the House of Commons visiting their constituencies.

Though it was Mrs. Mardy Jones who travelled illegally, her husband was the more culpable.

Defence Plea.

It was urged by the defence in mitigation that the Government was pressed at the time of the incident. Mr. Mardy Jones needed an important document at Pontypridd, but was unable to find, and sent his wife the tickets to enable her to secure the needed documents.

Counsel said that both Mr. and Mrs. Mardy Jones had borne exemplary characters. They won the Dunmow Flitch in 1924, a prize awarded to married couples who pass through an entire year without a single quarrel or a cross word.

Both Fined.

Mr. Mardy Jones was fined £4 and his wife, £2.

The Magistrate expressed disgust at Mr. Mardy-Jones's conduct and learning that he had only his Parliamentary salary ordered him to pay thirty guineas costs.

The principal defendant had been M.P. for Pontypridd since 1922 when he won the seat at a by-election. He started work as a pit-boy at the age of twelve, and subsequently became political agent to the Miners' Federation at Pontypridd. His majority at the constituency increased from 2,098 in 1922, to 3,876 in 1924, and 6,414 in 1929.

Educated at Oxford.

He is the author of several books on local government work and rating reforms, and is a keen tennis player. Late in life he was educated at Ruskin College, Oxford. His wife was formerly Miss Margaret Mordecai of Cowbridge.—*Reuter*.

EARLDOM FOR THE
VICEROY-ELECT.

FURTHER HONOUR FOR LORD
WILLINGDON.

London, Feb. 6.

His Majesty the King has approved that an Earldom of the United Kingdom be conferred upon Viscount Willingdon, G.C.S.I., G.C.M.G., G.C.I.E., G.B.E., the Viceroy-Elect of India.

He was Liberal M.P. for the Bodmin Division of Cornwall as Mr. Freeman-Thomas until 1910, when he was raised to the peerage. A Viscountcy was conferred upon him in 1924.—*Reuter*.

OMINOUS SILENCE OF U.S. AIRMAN.



Mr. Brophy is second from the left.

BROPHY MISSING.

FORTY-EIGHT HOURS &
NO WORD.

FEAR FOR SAFETY.

For the second time, after taking-off from Shanghai on a flight to Manila via Canton, Mr. G. W. Brophy, of the L. E. Gale Company, is missing and, in view of the fact that nothing has been heard of him since he left Foochow at a quarter past nine on Thursday morning, very grave fears are being entertained for his safety.

He has been missing for over 48 hours and no information of any kind concerning him has been received.

There can be no doubt that the airman has descended or crashed somewhere along the coast and as one can, in the absence of news, only surmise what might have happened, bad weather immediately comes to mind.

It is also important to note that, so far as is known, Mr. Brophy was using a metal propeller which was bent in making a forced landing on a sandy beach near Foochow, and which was straightened for the continuation of the flight.

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EUGENE CHEN IN
SHANGHAI.

MAY GET POSITION AT
FOREIGN OFFICE.

REFUSES TO TALK.

Shanghai, Feb. 6.
The unexpected arrival here of Mr. Eugene Chen, ex-Nationalist Minister of Foreign Affairs at Canton and Hankow, has aroused considerable attention in foreign and Chinese circles. It is understood that Mr. Chen is leaving for Nanking shortly.

Reports that the Nanking Government will soon assign an important mission at the Ministry of Foreign Affairs to Mr. Chen have not yet been confirmed in official circles.

Mr. Chen refused to express any opinions on current politics in China when he was besieged at his residence by newspaper correspondents.

Since his severance with Chinese politics in September 1927, Mr. Chen has resided in Europe, despite the fact that he was appointed by Nanking in 1928 and 1929 to serve as a member of

DOLLAR DOWN TO
ELEVENPENCE.

New Low Record Reached
To-day.

A new low record for the Hongkong dollar was established this morning, when the opening quotation was 11d. This drop of an eighth of a penny reflects a further fall in the price of silver, which has also reached a new low level.

The previous low record for the dollar was 11½d, recorded on January 9th and 10th last.

A 3,500 MILES
FLIGHT.

AIR FORCE MACHINES OF
TO BASRA.

London, Feb. 6.

Three Royal Air Force Rangoon flying boats left Felixstowe to-day on the first stage of a 3,500 miles flight to Basra in Iraq, where they will relieve three Southampton flying boats attached to Squadron 203.

Each of the Rangoons is fitted with three Bristol Jupiter engines and the reliance placed upon them is such that a route involving large stretches of overland flying will be followed.

The longest land stretch is from Alexandretta, to Bagdad, where the flying boats will alight on the Tigris.—*British Wireless*.

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RUSSIA DOMINATES
WHEAT MARKET.

UNITED STATES UNABLE
TO COMPETE.

Washington, Feb. 6.

Mr. Legge, the Chairman of the Federal Farm Board, expresses the opinion that the Soviet is ad-

vancing towards a dominating position in the world wheat market.

He says the American farmer is unable to compete in the world market with Russian, Argentine or Australian wheat.

Mr. McElveen, a member of the Board, said unquestionably

Russia, with her unlimited virgin land, will be able to produce great quantities of wheat cheaply for many years.—*Reuter's American Service*.

QUAKE DISASTER.

REASSURING CABLE
TO LONDON.

RELIEF PROGRESS.

London, Feb. 6.
"Although news from the earthquake stricken area continues to be of the gravest character," says the New Zealand Government in a telegram to-day to the High Commissioner in London, Sir Thomas Wilford, "order has been restored, proper organisation has been established and the relief arrangements are working splendidly at both Hastings and Napier."

Sailors from 42 warships are patrolling the streets of Hastings and Napier, and Government Ministers and departmental experts in charge of sanitation, the demolition of buildings and other necessary services.

A plentiful supply of food is concentrated at the depot and is issued free. Temporary accommodation has been arranged. Traffic is controlled on the roads leading to the affected area to prevent the hampering of relief work.

Medical Needs Satisfied.

All medical assistance necessary has been rendered promptly, and now the majority of the casualties have been removed to places outside the affected area.

In addition, many women, children and elderly people have been evacuated from Napier, where there was a breakdown of water and sewerage systems.

At Hastings, water and drainage are normal. A train service was re-established as far as Hastings yesterday, and it is expected to be through the remaining twelve miles to Napier to-day. The number of deaths so far known is approximately 150, but it is expected that some bodies have yet to be recovered from the debris. The injured number twelve hundred.

Estimating the Death Roll.

The official death roll at Hastings is given as between 120 and 130.

This will be exceeded at Napier, where 59, including ten unidentified persons, have already been buried.

The first remark of a boy rescued from the ruins of the technical school, after burial in the debris for two days, was "Give me a drink!" Then without further ado he set out to relieve his parents' anxiety.—*Reuter and British Wireless*.

"SOFT-PEDALLING"
IN AMERICA.

UNEMPLOYED NOW QUITE
SEVEN MILLION.

New York, Feb. 6.
The unemployed in the United States are "conservatively estimated" at 7,000,000 by Miss Perkins, the New York State Industrial Commissioner.

The estimate is based on the same statistics as the Hoover Employment Committee's estimate of between 4,000,000 and 5,000,000.

Miss Perkins accuses the Government of "soft pedalling" the situation since the beginning of the crisis.—*Reuter's American Service*.

BABY AUSTIN
CREATES
WORLD'S RECORD.

CAPT. CAMPBELL'S
ACHIEVEMENT.

AVERAGES 93.926 M.P.H. AT
DAYTONA BEACH.

BOAST JUSTIFIED.

New York, Feb. 6.
Captain Malcolm Campbell set a new world's record to-day, refusing to accept the defeat recorded yesterday when he sought to demonstrate that British cars—giants or midgets—are the

Driving a "Baby" Austin, Campbell made a new record for 45 cubic centimetre cars, reaching a speed of 94.061 miles an hour.

That was his first run. His second in the other direction was clocked at 93.926 miles an hour, only a fractional difference.

Average of Nearly 94.

This was the average speed for a kilometre laid out within the measured mile. His average speed, which is officially accepted for the world record in its class is 93.926 miles an hour.

Captain Campbell, who yesterday drove his wonderful "Bluebird" car at 245.733 miles, afterwards stated that the weather was against him and that he felt certain of his ability to beat his own figures.

No Further Tests.

He announced to-day however, that he will make no further speed tests at Daytona.

If the record is subsequently surpassed, Captain Campbell will hold the Bluebird in readiness to regain his title.

Among motoring and engineering experts, the skill and courage of the driver are enthusiastically praised.

Those familiar with the tests which the Bluebird underwent before leaving England are convinced that the car is capable if necessary, of even higher speed.

Long Experience.

The achievement is regarded as demonstrating not only the high quality of the craftsmanship used in constructing the car, but the soundness of the design based on a long series of experiments with wind resistance.

Captain Campbell describes his sensations when hurtling through space at 360 feet a second as falling, only falling upward!

An Adventurous Career.

Capt. Campbell, who has had an adventurous career, began motor-racing in 1906, and in those early days also constructed successful aeroplanes. He served in the Air Force during the war. He spent a fortune in peace-time on record-breaking attempts, and previously held the world's land record in 1923. Sir Henry Seagrave's record of 231 miles an hour, established in the Irving special "Golden Arrow," exceeded the previous maximum land speed by 24 miles an hour, and an effort made in the Irving for two years failed to beat it.

Britons now hold all the world speed records for land, sea and air. The world's air record of 367 miles an hour was established by Squadron Leader Orlebar, and the water speed official record of

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Manager.

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THE CENSUS.

HISTORICAL REVIEW OF ITS DEVELOPMENT.

The taking of a Census in Hongkong was in the early days of the Colony closely connected with the vexed question of the registration of the inhabitants.

Previous to the British occupation of Hongkong, the population of it probably never exceeded at any one time a total 2,000 people whether ashore or afloat, but additional numbers were soon attracted to the new Colony by the high wages there obtainable. Many of these new-comers were worthy labourers and artisans but they also included a considerable number of "the scum of the population of the neighbouring mainland."

The Gazette of the 15th May, 1841 published, according to Eltel, the first figures of the population of Hongkong. No mention is made of non-Chinese but the Chinese residents are given as numbering 6,650 composed of 2,560 villagers and fishermen, 800 Chinese living in the Bazaar, 2,000 in craft of various kinds in the harbour and 300 "labourers from Kowloon." The population of Kowloon Point, which was not included in these figures, was stated to be 800 Chinese.

By March 1842 the population was estimated to have grown to over 15,000 people of which 12,360 were Chinese. Though little business was being done in the new Colony the Chinese population continued to increase and reached in April 1844 a total of 19,000 which now included a sprinkling of some 1,000 women and children.

Life Insecure.

Life was, however, insecure in the young Colony and the Government decided that some means must be devised for regulating the Chinese population and checking the influx into Hongkong of undesirable elements from the neighbouring mainland. The Government also desired to avoid any appearance of promoting class legislation so that a bill was passed by the Legislative Council to establish a registry of all the inhabitants of Hongkong without distinction of nationality or status.

Neither the European nor the Chinese mercantile community were apparently consulted in the matter and there was naturally great indignation. The British residents felt that their personal self-respect, their national honour and the liberty of the subject had been trampled underfoot: the Chinese made preparations to desert Hongkong en masse and some 3,000 actually left. The provisions of the Bill were speedily suspended and eventually an amended Registration Ordinance (No. 16 of 1844) was substituted for it. This Ordinance applied the principle of registration only to the lowest classes and exempted from registration all Civil, Military and Naval employees, all members of the learned professions, merchants, shopkeepers, householders, tenants of Crown property and persons having an income of \$500 a year. The Ordinance came into force on 1st January, 1845 and worked so smoothly that on December 31st, 1845 it was possible to modify it (No. 7 of 1846) so as to provide for a periodical census of the whole population.

Fluctuation.

It is not clear, therefore, whether the figures given as the population of the Colony in these early days represent the results of a census enumeration taken on a fixed day or whether they are not an estimate based on the registration figures for the year together with a separate enumeration of the persons exempted from registration. Thus the population in 1847 is given as 23,872, and in 1848 as reduced to 21,614. In commenting on this, the Governor (Sir John Davis) attributed the decrease not to the alleged decay of local commerce but to a more careful registration "which, while giving a true account of the actual number, relieved the Colony from those who hung loose on it and only applied for registration tickets to make a bad use of them."

The Taiping Rebellion had by

this time broken out in China and Hongkong began to reap the harvest which has invariably fallen to its lot whenever the adjoining districts of Kwangtung province are in a disturbed state. A flood of emigration set in towards Hongkong (and Macao); some remained but many also passed on to the Straits Settlements, to California and to the West Indies. The population increased rapidly and Chinese capital, seeking a safe refuge from the clutches of the marauders, commenced to flow into the Colony for investment.

Even the proportion of males to females now commenced to improve as the disturbances drove whole families to seek refuge in Hongkong. In 1848 the population was about 21,500, in 1849 it rose to 29,500 and by the year 1853 it numbered 39,000. In 1848 one-fifth only were females but in 1853 the proportion had increased to one-third.

The disturbances continued for some time and the population increased rapidly. Referring to the year 1856 the Governor reported an increase in the responsibility of the Chinese population and stated that a better class of people had now commenced to settle in Hongkong.

Kowloon's Advent.

In 1858 the population had increased to 75,503, in 1860 it was about 95,000 and the cession of Kowloon in 1861 brought the population up to 119,321.

After that year, however, the population increased more slowly and in 1871 it stood at 124,198. Government Notification No. 68 of the 5th May, 1871 gives the Census Returns of the Population of the Colony for 1870-71 and the date given as the date of the enumeration is 2nd April, 1871. It seems probable, however, that these figures represent something of a yearly average.

A further census was taken "on the night of the 1st December" 1872, again on the night of the 4th December, 1876, and then we come to the regular censuses taken in 1881, 1891, 1901, 1911, and 1921 with intermediate and partial censuses taken for special purposes in 1897 and in 1906.

The Report for the years 1870-71 is the first printed Census Report that the writer has been able to discover.

Many remarks could be made on these returns; some are obviously estimates only; but they would perhaps be of little interest now. The 2,736 European and American "Fixed Residents" in the 1870-71 Return were composed of 869 British (624 men, 160 women, 102 Boys and 83 Girls), 1,367 Portuguese, 170 Germans, 133 Americans, 60 French and the remainder of 14 different nationalities. The total Europeans and Americans in the Colony at the time (i.e. including the Military and Naval Establishments and the Police) was 5,931, the total Indians etc. 2,823, the total Chinese 115,444, making a total for the Colony of 124,198.

The Report for the year 1876 remarks on an increase of the European and American Community of 247, "almost solely attributable to the number of Portuguese who have made Hongkong their residence since the partial destruction of Macao by typhoon and fire in 1874." It also mentions that "Yaumati in Kowloon has become a new town within the last few months."

The 1881 Census seems from a perusal of the Report, and it has been taken by others commenting on Hongkong census, to have been the first "regular" census. It was taken on the night of the 3rd April, 1881, and disclosed a population, exclusive of Military, Naval, Merchant Marine, and Police of 162,868 persons. Including these, the total was 160,402.

The Report of the Census of 1891, taken on the 20th May, shows con-

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BISURATED
MAGNESIA

siderably greater detail on that occasion; the intermediate census of 1897 was a partial one only taken with the special object of discovering whether the population had been affected in any way by the plague of 1894; the census of 1901 included for the first time the New Territories which at that time had a population of 102,254 persons of whom 17,243 lived south of the Kowloon range of hills; the census of 1906 was also a partial one only and did not include the N. T. north of the hills. There does not seem to have been any particular reason for this census; the intention may have been the worthy one of having in future intercensal periods of 5 years only in place of ten; if that were so, the advent of the war no doubt suppressed the idea in 1916. The suggestion for a census in 1926 was considered but not proceeded with.

Going back, however, to 1911, we

find that the census was then on a much more ambitious scale than was carried on in 1921 and the schedule for 1931 has again been obtained not only for Hongkong and Kowloon but also for the inhabitants of the New Territories.

and the floating population. This

was carried on in 1921 and the

ever before, full particulars were

obtained not only for Hongkong

slightly increased and will be ap-

plied to all sections of the popula-

tion.

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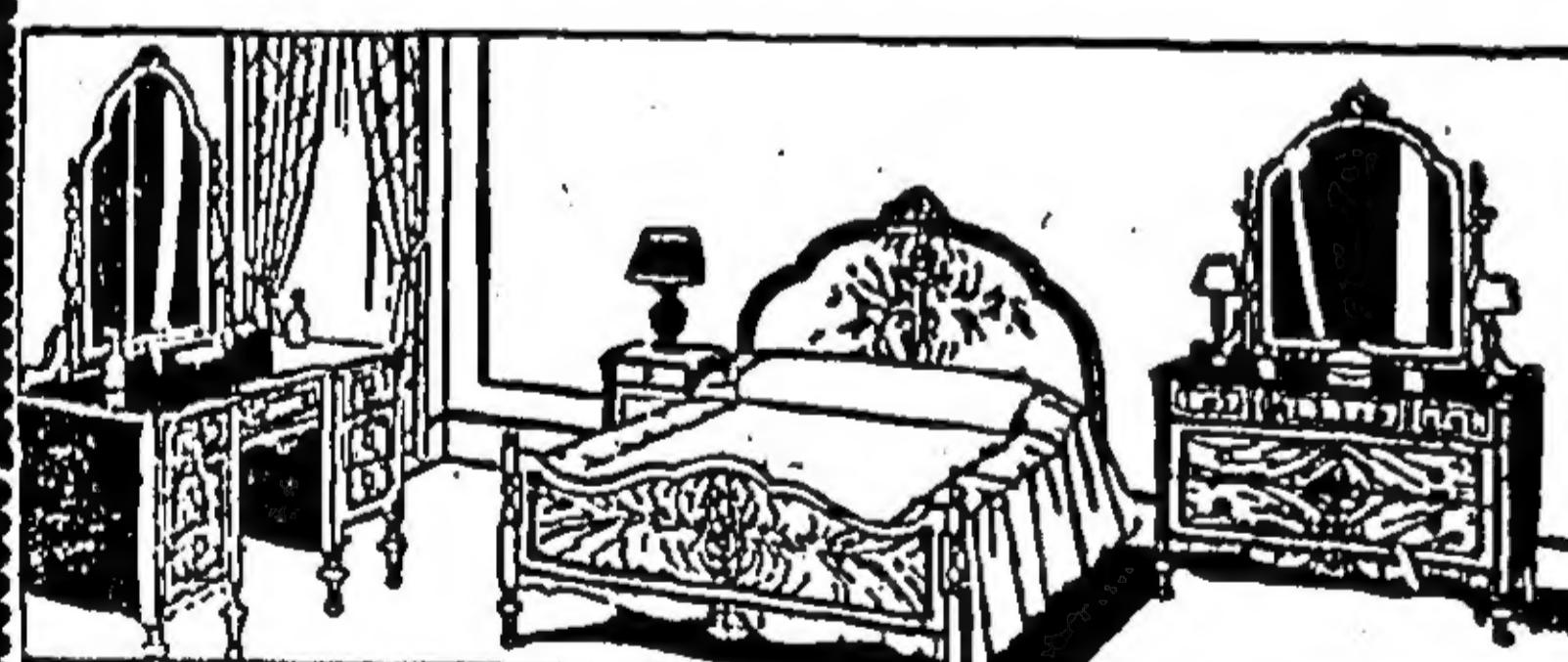
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TRAFFIC SIGNALS.

POLICE APPEAL TO LOCAL CHAMBERS.

The problem of putting up more electric traffic signs in the central district came up for discussion at yesterday's monthly meeting of the Chinese General Chamber of Commerce, presided over by Mr. Li Yick-mui.

The Secretary, Mr. Chan Heung-puk, informed the meeting that a letter had been received from the Inspector General of Police on the matter.

The letter stated that a new traffic light has been put up as an experiment at the corner of Jackson Road and Des Vaux Road Central, which has resulted in considerable improvement in the handling of traffic at this particular point, as it does away with hand signals which are not satisfactory. But, owing to financial stringency, no additional lights have been approved in the Estimates for 1931, and it has therefore occurred to the Police authorities that some public body, or a number of public bodies acting together, might be ready to present this signal to the community. The signal will cost £70, which at the present exchange rate, will be somewhere in the neighbourhood of \$1,400 or \$1,500. The signal is no doubt expensive but, it has proved its value in many parts of the world, and is visible from much further off than any of the locally made and very much cheaper signals.

The letter enquired whether the Chinese General Chamber of Commerce would be prepared to contribute towards the cost of erecting this experimental signal, rather than that it should be sent to Shanghai or some other Port. The Secretary of the Chamber was asked to let the Police know whether the above proposal was likely to meet with approval and if so to what extent.

Many Precedents.

The letter added that in this connexion it has been the practice in other cities, New York in particular, for public bodies to present such signals to the City, the most notable instance being the beautiful traffic lights in Fifth Avenue which were presented by the Fifth Avenue Association. Possibly various Associations in Hongkong would be ready to follow the example set by public bodies in other cities, concluded the letter. The Police have sent similar communications to the Secretary of the Hongkong General Chamber of Commerce and the Hon. Secretary of the Hongkong Automobile Association.

The Chairman, Mr. Li, informed those attending that the Chamber would be quite willing to assist the authorities by way of improving the means of communication in this Colony and would take the first opportunity of talking over the matter with the Secretary of the General Chamber of Commerce to see what action they would take. The question of opening a subscription by the Chinese Chamber would then be discussed by the Executive Committee.

Other Business.

Letters from Chinese firms seeking the Chamber's advice on business disputes and letters from foreign firms for business connexion in this Colony were read out by the Secretary.

Mr. Li Yick-mui informed the meeting that his term of office as Chairman would terminate at the end of the current month, and he thanked all concerned for their guidance and support for the past two years he had been Chairman of the Chamber. The election of a new Chairman will take place in the course of the next few weeks.

IRISH SOCIETY.

ST. PATRICK'S ORGANISATION GOING AHEAD.

The Committee of St. Patrick's Society are beginning to see practical results of their labours. At their meeting held this week the Hon. Treasurer's report was very satisfactory. To date over \$2,800 has been received in subscriptions and donations, close on 100 members have sent in their subscriptions including a large number of life-members. Membership forms and subscriptions continue to come in daily and it is earnestly requested that those members who have not yet sent in their forms should do so as early as possible.

The Committee are determined to do their level best to make this Society and the forthcoming ball a great success, and they look to the members to co-operate with them by returning their forms and Ball invitations as soon as possible.

As was announced previously the Committee intended holding practice dances and arrangements have been made to hold the first practice in the Helens May Institute, on Thursday, 12th instant, at 8.15 p.m. Irishmen, Irish women and their guests are welcomed.

Contributed.

OBITUARY.

INDIAN SWARAJIST LEADER.

Lucknow, Feb. 6. The death is announced of the Pandit Motilal Nehru.—Reuter.

A Long Decline.

London, Feb. 6.

Motilal Nehru was sentenced at Allahabad on July 1 to six months' imprisonment on a charge of membership of an unlawful assembly. He was secretly released on September 8 on account of ill-health. He was then spitting blood and losing weight. He was unable to take over the presidency of the Congress Committee as he was compelled to rest.

He visited Calcutta to consult doctors, and returned to Allahabad, where Gandhi found him very ill. Gandhi accompanied him to Lucknow on February 4, where he had been ordered for treatment.—Reuter.

The letter stated that a new traffic light has been put up as an experiment at the corner of Jackson Road and Des Vaux Road Central, which has resulted in considerable improvement in the handling of traffic at this particular point, as it does away with hand signals which are not satisfactory. But, owing to financial stringency, no additional lights have been approved in the Estimates for 1931, and it has therefore occurred to the Police authorities that some public body, or a number of public bodies acting together, might be ready to present this signal to the community. The signal will cost £70, which at the present exchange rate, will be somewhere in the neighbourhood of \$1,400 or \$1,500. The signal is no doubt expensive but, it has proved its value in many parts of the world, and is visible from much further off than any of the locally made and very much cheaper signals.

The letter enquired whether the Chinese General Chamber of Commerce would be prepared to contribute towards the cost of erecting this experimental signal, rather than that it should be sent to Shanghai or some other Port. The Secretary of the Chamber was asked to let the Police know whether the above proposal was likely to meet with approval and if so to what extent.

Many Precedents.

The letter added that in this connexion it has been the practice in other cities, New York in particular, for public bodies to present such signals to the City, the most notable instance being the beautiful traffic lights in Fifth Avenue which were presented by the Fifth Avenue Association. Possibly various Associations in Hongkong would be ready to follow the example set by public bodies in other cities, concluded the letter. The Police have sent similar communications to the Secretary of the Hongkong General Chamber of Commerce and the Hon. Secretary of the Hongkong Automobile Association.

The Chairman, Mr. Li, informed those attending that the Chamber would be quite willing to assist the authorities by way of improving the means of communication in this Colony and would take the first opportunity of talking over the matter with the Secretary of the General Chamber of Commerce to see what action they would take. The question of opening a subscription by the Chinese Chamber would then be discussed by the Executive Committee.

Other Business.

Letters from Chinese firms seeking the Chamber's advice on business disputes and letters from foreign firms for business connexion in this Colony were read out by the Secretary.

Mr. Li Yick-mui informed the meeting that his term of office as Chairman would terminate at the end of the current month, and he thanked all concerned for their guidance and support for the past two years he had been Chairman of the Chamber. The election of a new Chairman will take place in the course of the next few weeks.

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TO-DAY'S WANTS.

25 WORDS \$1.50,
(\$2.00 If Not Prepaid.)
The following replies have been received:—
667, 671, 678, 683, 685, 691, 695,
705, 709, 720, 722, 727, 729, 732,
734, 737, 738, 751.

WANTED KNOWN.

CHIROPRACTIC (Cure remover). Fully qualified. 10 years experience in Europe. Appointments made at the Tester Beauty Parlour, Kynamalay Building, Tel. 22103. (Ground Floor).

SITUATIONS WANTED.

RESPONSIBLE APPOINTMENT desired with scope where fifteen years experience Accountancy, Administration, Management of value, Experience covers London and ten years Malaya. Engineering and Contracting. Accustomed to command large native staff and labour generally. Thorough knowledge cost accounting, engineers' rates, selling side etc. Please address communications to Box No. 754, "Hongkong Telegraph," to be forwarded.

HOUSES, ETC.

FOR SALE OR TO LET furnished four-roomed house at Cheung Chau, Electric Light, Large garden. Write Box No. 753, "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Painter Pup, Bitch, seven weeks, well marked. Tel. 22312.

APARTMENTS TO LET.

AIRLINE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

PREMISES TO LET.

TO LET.—House, Somerset Road, Kowloon Tong, five rooms, good garden near Bus Terminus, room for car. Moderate rent, can be seen by appointment Box No. 750, "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—Ground Floor of No. 8A, Des Voeux Road Central, at present in the occupation of the Netherlands India Commercial Bank, available from 1st April, 1931. Apply to David Sassoon & Co. Ltd.

CONSIGNEES' NOTICE.

OCEAN STEAM SHIP CO., LTD.
And
CHINA MUTUAL STEAM

Consignees per Company's Vessel,
"ANTENOR"
From UNITED KINGDOM via
SINGAPORE

are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The cargo will be ready for delivery from Godown, on and after 7th February, 1931.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 13th February 1931, will be subject to rent.

All claims against the Steamer must be presented to the undesignated on or before the 27th February 1931, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWINE,
Agents.

Hongkong, 7th February, 1931.

THE ASIA COAL AND BRIQUETTING CO., LTD.

Manufacturers of Coal Briquettes under the registered trade name "GOKETS." Supplied in 3 different qualities:—

A quality known as "Steam Gokets" for steamers, railroads and other steam engines.

B quality known as "Furnace Gokets" for stoves or fireplaces without chimneys, particularly suitable for Chinese household.

A ton of "GOKETS" does the work of 1½ tons of ordinary lump coal—a great saving in dollars and cents.

RULING CASH RETAIL PRICES.

"Steam Gokets"—\$20 per ton ex the Company's godown in Hongkong or Kowloon.
"Furnace Gokets"—\$20 per ton ex the Company's godown in Hongkong or Kowloon.
"Smokeless Gokets"—\$18.50 per ton ex the Company's godown in Hongkong or Kowloon.

Delivery charges for Household.

Hongkong:—
(1) Peak districts (above Bowen Road) \$4.00 per ton.
(2) Peak roads above Calme Road and
Bankhead Road and below Bowen Road \$3.50 " "
(3) Calme Road and Bankhead Road \$3.25 " "
(4) Peakful as far as Stanley Road \$3.50 " "
(5) Wan Chai and Causeway Bay (beyond
City Hall) \$2.25 " "
(6) Low levels \$2.50 " "
Kowloon:—All parts of Tsim Sha Tsui, Yau Ma Tei, Mongkok, Hung Hom, Kowloon City and
Lai Chi Kok \$1.00 " "
Lots of ½ or ¼ ton will be delivered at full rates.
Office:—China Building, 2nd floor. Telephone: 21335.

CHURCH NOTICES.

Local Services for
To-morrow.

SEXAGESIMA SUNDAY.

St. John's Cathedral, Hongkong 8th February, 1931. Sexagesima Sunday. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mattins and Sermon 11 a.m. Preacher: Rev. H. V. Koop. Evensong 6 p.m. Preacher: Rev. J. C. Waters, R.N.

Union Church, Kennedy Road, Sunday, 8th February, 1931. Morning Service, 11 a.m. Evening Service, 6 p.m. Preacher: Rev. E. G. Powell. Social Hour after Evening Service. Sunday Schools, Kennedy Road, 10 a.m. Taikoo 3 p.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "Spirit." The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of the Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

St. Andrew's Church, Kowloon, 8th February, 1931, Sexagesima, Sunday, 8.15 a.m. Holy Communion. 10 a.m. Primary Sunday School, Bible Class for Boys and Young Men; Young People's Service, 11 a.m. Morning Prayer and Sermon, Preacher: Rev. E. A. Armstrong, Subject: "God Manifested in Beauty." 2.45 p.m. Intermediate Sunday School 6 p.m. Evening Prayer and Sermon. Preacher: The Vicar, Subject: "The Mystery of Evil."

By order of the Board of Directors.

NEW ADVERTISEMENTS.

THE BANK OF EAST ASIA, LTD.

NOTICE is hereby given that the TWELFTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company No. 10, Des Voeux Road Central, at 3.00 p.m. Saturday, the 21st February, 1931, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1930.

The Transfer Books of the Company will be closed from Saturday, 14th February, to Saturday, 21st February, 1931, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors.

KAN TONG PO,
Chief Manager.

Hongkong, 4th February, 1931.

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE THIRTYTHIRD ORDINARY YEARLY MEETING OF THIS COMPANY will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, the 12th February, 1931, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1930.

The Register of Shares of the Company will be CLOSED from Thursday, the 5th February, 1931, to Thursday, the 12th February, 1931, both days inclusive.

By order of the Board of Directors.

F. H. CRAPNELL,
Secretary.

Hongkong, 2nd February, 1931.

CREDIT FONCIER D'EXTREME-ORIENT.

Mortgage Bank & Estate Agents.

"PEAK MANSIONS"

Prince Edward Road,
Kowloon

Detached and Semi-detached Villas. Modern construction with garage.

"Camby Buildings"
Flats with modern conveniences

SALE

OF

Columbia Records

\$1.00 EACH.

ASK FOR LIST

Anderson Music
Co., Ltd.

EUROPEAN
WATCHMAKER, JEWELLER & ENGRAVER.

68, Nathan Road, Kowloon.



Sale and Repairing of Gold and Silver Goods.

Any kind of Watches, Chronometers, Chronographs, Reputers, Speedometers, Typewriters and anything in the line of delicate mechanism.

All orders executed promptly at moderate rates.

M. BOODATSKY.

Castrol again . . .

proves its Supremacy.

Captain Malcolm Campbell

DRIVING BLUEBIRD

Attains a Speed of

245.73

Miles per hour.

USED CARS

FOR SALE

FIAT 4 CYLINDER TOURING

6 Months Use Only \$1,675

SINGER SALON

SIX CYLINDERS 1927

Mod-1 Ju t Duo Painted and
Over-Hauled original cost

\$175 \$1,800

ERSKINE "SIX" TOURER

1924 Model. New Tyres \$1,650

PEU-DET 1925 model \$150

ESSEX ROADSTER LATE

1920 Model \$2,100

AUSTIN "T" S. LOON (Metal)

1928 Model. Practically brand

New 2000 Miles; Complete

with Sun Covers, Horns, Etc.

\$2,600

NEW FORD ROADSTER 1931

Model just over a month's use

\$2,400

INDIAN "SCOUT" MOTOR-CYCLE

Police model 1928 \$200

Most of the Above Cars

Carry Guarantee.

THE HONG KONG NATURALIST.

A Quarterly Illustrated journal

principally for Hong Kong and

South China.

Volume II, 1931.

edited by Dr. G. A. C. Herklotz,

The University, Hong Kong, and

Major H. P. W. Hutson, D.S.O.,

O.B.E., M.C., R.E.

Subscription \$5.00 per annum, post free.

The first number of the second

volume of the Hong Kong

Naturalist will be published to

wards the end of February 1931.

It will contain upwards of 89

pages including nearly 50 illustrations,

2 in colour.

Owing to the high cost of the

coloured illustrations and the

increased size of the journal the

edition is strictly limited. To

avoid disappointment intending

subscribers should send their

subscriptions early in Dr. G. A. C.

Herklotz, The University, Hong

Kong.

Volume I is sold out. Owing

to the great demand for back

numbers the Editors are prepared

to purchase, at cost price if in

good condition, any of the first

four numbers that are no longer

required.

By Order of the Board,

W. F. SIMMONS,

Secretary.

Hongkong, 6th February, 1931.

HONGKONG TR



DUBARRY DAY CREAMS

ensure a beautiful complexion, lovely to look at, soft and smooth to the touch.

Made by Messrs. Dubarry (London) who are also makers of the famous "Creme Shalimar".



FELIX HAT SHOP
York Building, Next to Moutrio's.
ANNUAL SPRING SALE NOW ON.
20% Reduction on all Evening Gowns and Wraps.
Also Afternoon Frocks.
Jumper Suits, Hats including American and French Models, and all other goods greatly reduced in order to make room for New Stocks.

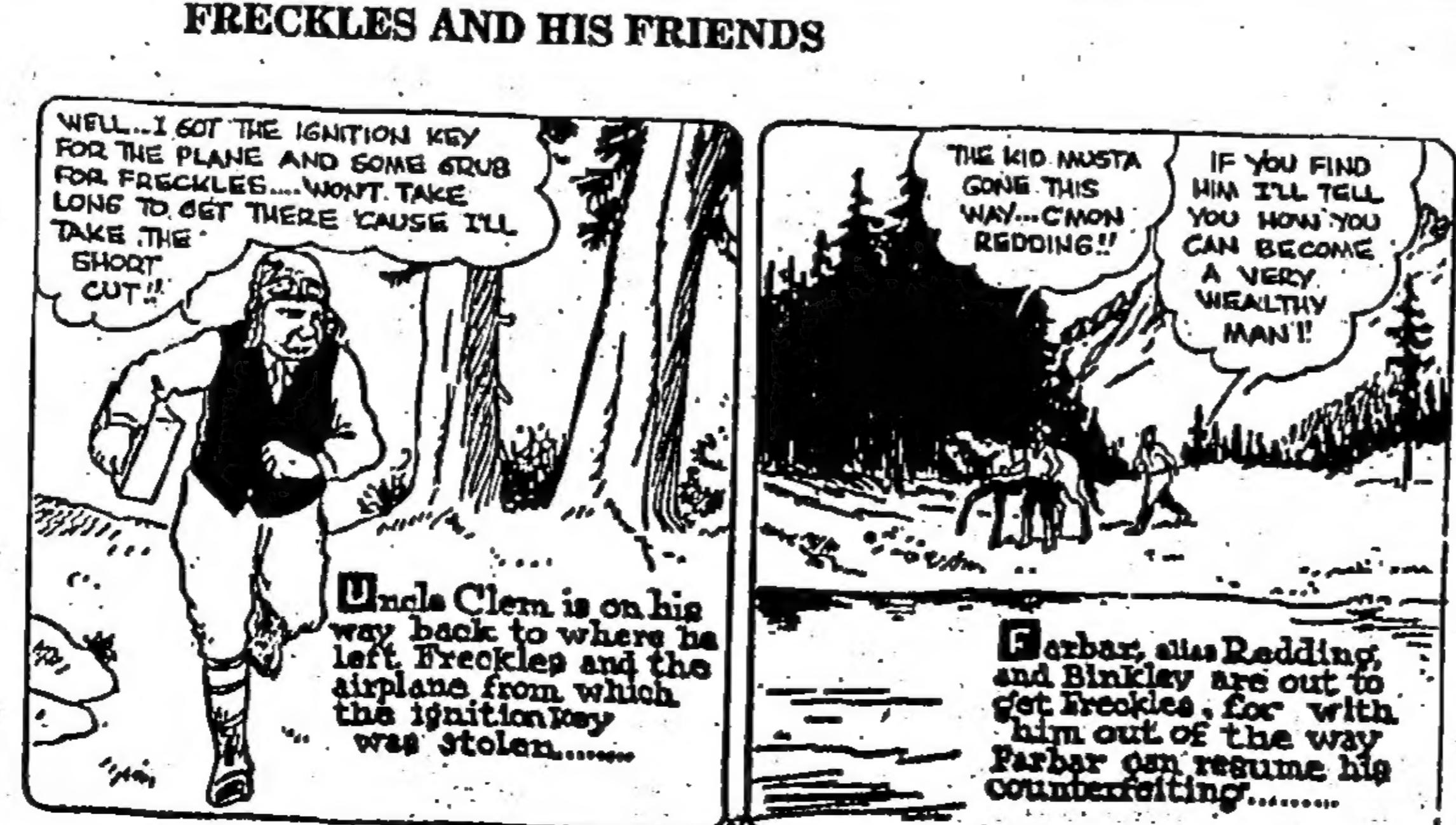
Shop Early for Best Selections.



THE FINEST
SAFE GUARD CHECK
WRITER EVER BUILT
DODWELL & CO., LTD.
Sole Agents.

URODONAL
THE DEFINITE REMEDY FOR
RHEUMATISM
AND ALL
URIC ACID TROUBLES
SOLE AGENTS FOR HONGKONG
CANTON & MACAU

THE PHARMACY
Asia Building, Tel. 20345.



WORRY & HEALTH.

[By a Hospital Matron.]

A certain degree of worrying inevitably attends the ordinary commercial and domestic life, but when the condition becomes marked, perhaps changing the character, curative measures should be adopted.

While it is profoundly true that "troubles shared are troubles halved," yet to merely tell some patient to stop worrying is futile unless the requisite means of acquiring the desired freedom of mind are also indicated.

Worrying is one of the first symptoms of high blood pressure, especially when it supervenes in a hitherto placid temperament. Any person who exhibits real signs of high blood pressure will inevitably have a rigid, unyielding neck. This inflexible state of the cervical spine and tenseness of the neck muscles set up a vicious circle by intensifying the worrying which in its turn aggravates the local condition.

The glands of internal secretion have received much prominence of late years, and one of them is said to exercise a profound bodily influence as regards fear and worrying. Yet it is primarily the nourishment supplied to these glands by the circulation which is at fault. If the blood stream is unhealthy, these wonderful glands cannot be expected to function properly. No one gland is ever the sole offender, but it may show the symptoms more conspicuously than do the others.

Disordered Nerves.

Many people declare that their nerves are out of order, that they go about each day in a state of

A Quaint Touch.



There is a quaint and appealing air about this new model in dull red marocain. The bodice yoke is cut in one with the centre panel, which is ornamented with buttons and forms part of the flared skirt that heads the fluting skirt. A collar of pale shell pink georgette and a bow of velvet to match the dress provide the finishing touches.

In all these cases, the neck must be loosened, and then kept flexible while the blood is being "cleaned up" by means of a dietary in which fruits, vegetables, and wholemeal starches are prominent. Perseverance with suitable rotatory and stretching exercises will work wonders. A cold compress applied regularly and rightly to the neck and waist will help to loosen the cervical spine, and to induce refreshing sleep which is a great adjunct in the cure.

There is nothing more marvellous in the whole realm of medicine than the return of cheerfulness and deliverance from harassing thoughts, accompanied by a renewed zest for work, as the nervous system improves when the blood stream becomes pure and the neck supple.

WOMEN'S WORLD FOR OUR LADY READERS.

Of Havana Brown.



SPORTS CLOTHES.

Shoulder-Line Widened.

Some of the new sports clothes are quite thrilling; they are difficult to describe, for the charm of them is a matter of perfection, every detail taking an inobtrusive and ineluctable place in a unified whole.

The shoulder-line has been widened, completely eliminating the slightly hollow-chested look which it has been the fashion to cultivate for the past few seasons, and the right things have been done with yokes and pockets, and the gores of skirts, the placing of the waistline, and the fitting of the jacket above the waist.

Real Scotch woollens, and checkered cashmeres, are coming out for sports wear, and at the same moment the Paris dressmakers are showing these stiffs, properly thinned down for springtime temperatures, made into sports clothes for the Riviera.

Blouse-jackets are amongst the smartest of wraps for winter sports clothes. Tunic jackets of leather, or fur, or super-warm woollens, plump blouses in gay plaids and checks, are making a style success.

Box-pleated skirts, gored skirts, and skirts with comfortable fullness let in below the hipline, are made in suede-like woollens, in new tweeds, and in winter cheviots.

Coats are of every length, both for day and evening, but long coats will stand out as the most distinctive for daylight and hump-light.

Capes and coats give a most flattering line to the tight waist, which, being high at present, is found immediately below their loose hanging edge.

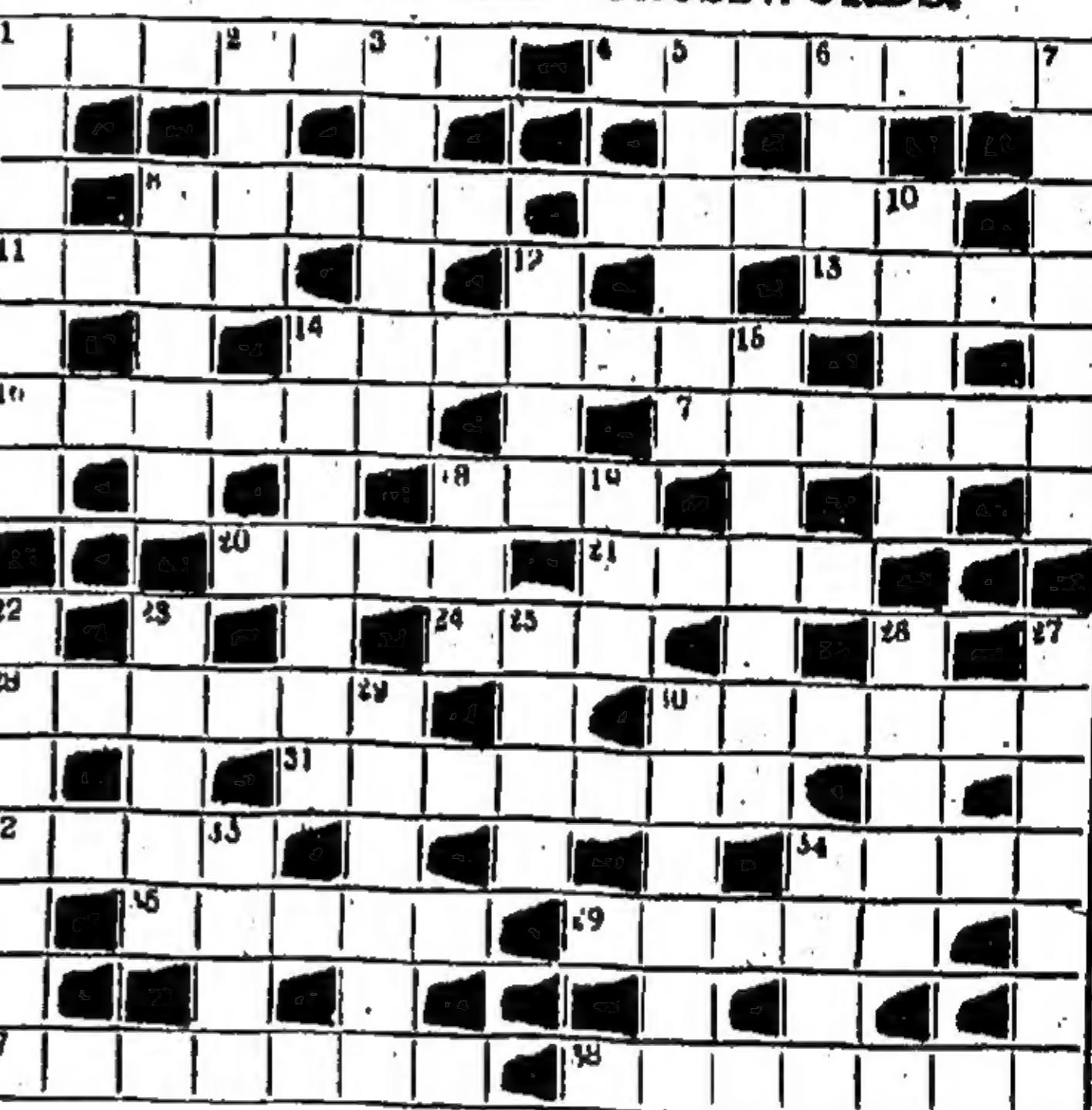
STICKLERS



Yesterday's Solution.

In order to profit 12 cents, by selling apples at 6 for 5 cents, that cost him 3 for 2 cents, Johnny must have bought and sold 72 apples.

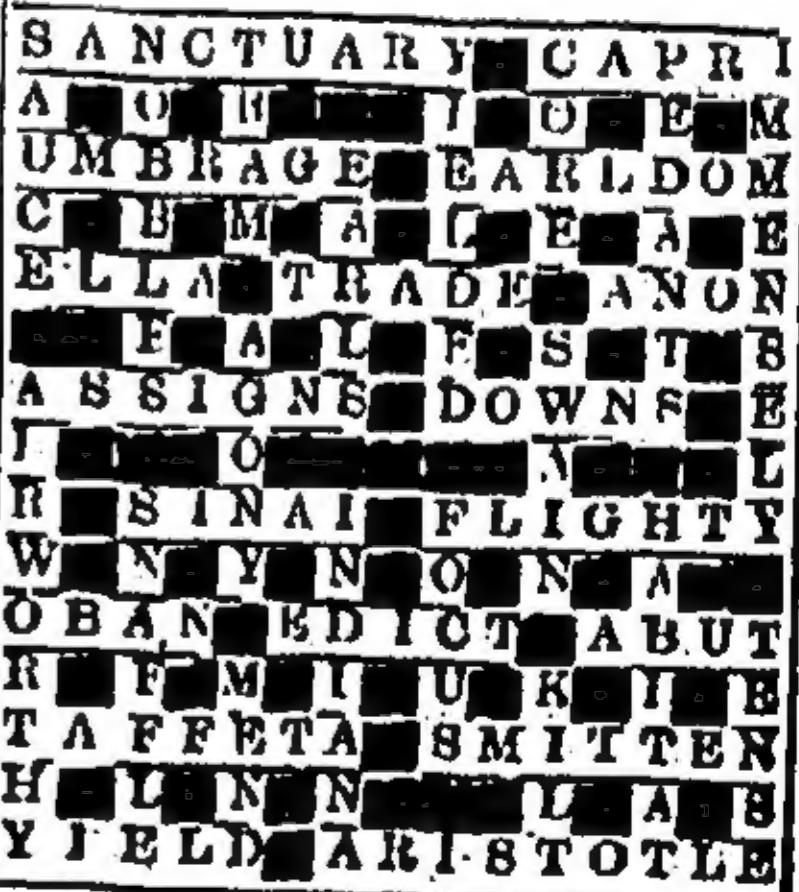
OUR BRITISH CROSSWORDS.



Across

- 1 Errand boy to the gods.
- 4 The tail of this bird would appear to be far more suitable for a pig.
- 8 "Put not your ____ in money, but put your money in ____." Autocrat of the Breakfast Table.
- 9 An entrance made from stone.
- 11 Silkenard.
- 13 This may take a penny, or a tanner, or a bob.
- 14 Give this untidy woman a negligible tail, and bring to light a tale-teller.
- 16 Hire.
- 17 May be a Scot, an oyster, or a Maori.
- 18 Ran out of currants.
- 20 Here three united include a South American city.
- 21 These frequently go with odds.
- 22 This key unlocks no doors.
- 25 "Of love, that says not mine and thine, But ____ for ____ is thine and mine." Longfellow.
- 26 Don't watch this if you want to get on.
- 27 Valued highly.
- 29 At first all Owen would say was that at the least all or acho Queenie would quit (hidden).
- 30 The only thing that this word really describes is whiskey.
- 33 When beheaded this margin has the same meaning as when left alone.
- 34 Good things to hold in most places.

Yesterday's Solution.



Very Demure.



Specially designed for the debutante is the demure dance dress in oatmeal-coloured satin beauty. Noteworthy features are the softly draped flounces, the gauged hip-yoke from which falls a narrow doubled flounce, and the ruching at the hem.

1 Be less polite than the Cockney who, putting himself last, said, "er and me."

2 Take it in accordingly.

3 This consists of beads.

5 Sounds like advice to a happy dog, but it's too heavy for him to draw.

6 One of the anagrams of 18 across.

7 He's no good—though he was at first.

Down

1 A figure of speech.

10 This laughter is mischievous.

12 An excuse that gives a certain amount of pleasure.

14 Many people go this in their car.

15 It is rather remarkable that there should be only one weed in this field.

18 Useful when you get a line on it—to use an Americanism.

19 This river runs into the Wash and back again.

22 Take a letter from this sticky liquid, and it will disappear.

23 Upright, but ____ forgets his tools.

25 "Of love, that says not mine and thine, But ____ for ____ is thine and mine." Longfellow.

26 Don't watch this if you want to get on.

27 Valued highly.

29 At first all Owen would say was that at the least all or acho Queenie would quit (hidden).

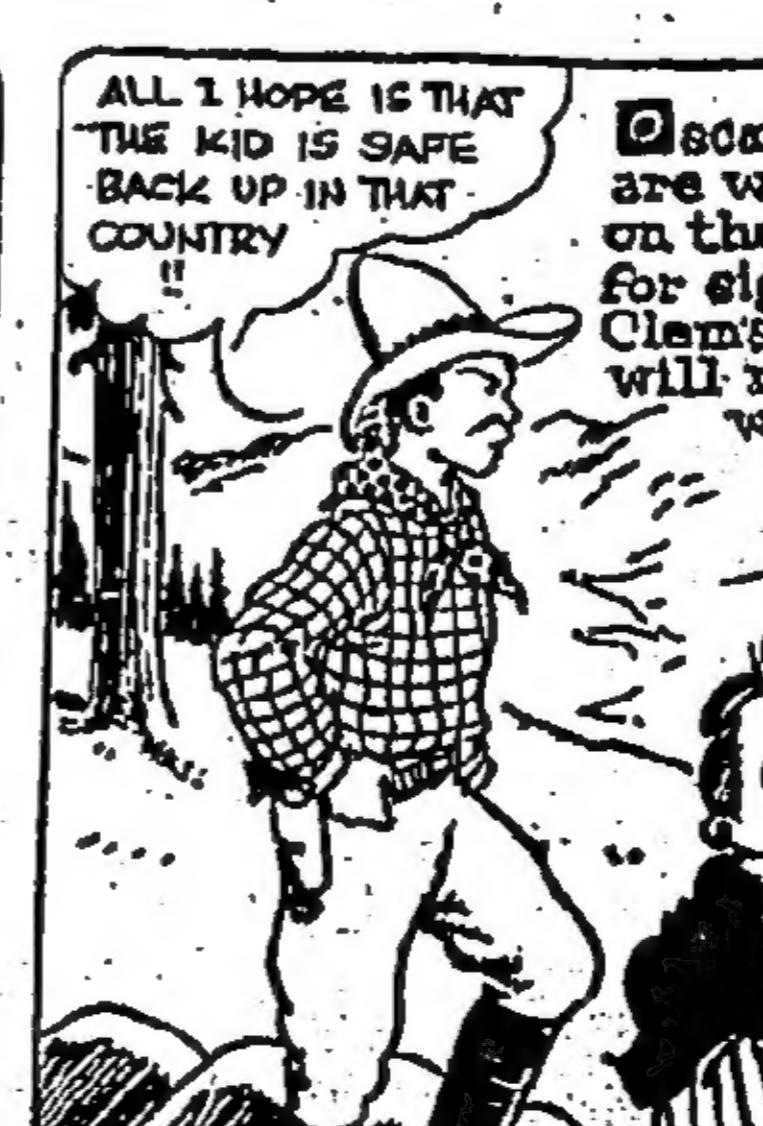
30 The only thing that this word really describes is whiskey.

33 When beheaded this margin has the same meaning as when left alone.

34 Good things to hold in most places.

By Blosser

Think Fast, Freckles!



Uncle Clem is on his way back to where he left Freckles and the airplane from which the ignition key was stolen.

The kid musta gone this way—chon redding.

If you find him I'll tell you how you can become a very healthy man!

All I hope is that the kid is safe back up in that country!

Cesar and Elmer are waiting back on the O.K. ranch for eight of Uncle Clem's plane which will mean all is well....

WHILE...

NOOPS!! I DON'T KNOW WHETHER I SHOULD SHOOT OR NOT... IF I DO TELL ONLY HAVE THREE SHOTS LEFT... AND IF I DON'T...

...I DON'T...

Some Paramount Reasons
WHY YOU SHOULD GIVE
YOUR DOG THE—
"QUORN" DOG REMEDIES
CONDITION AND TONIC POWDERS

Famous kennels rely upon the "Quorn". Breeders and owners use the "Quorn". Both the expert and the amateur are buyers of the "Quorn", while champions of all breeds have been kept fit for years with the "Quorn" Dog Remedies.

THEY COOL THE BLOOD, REMOVE ALL IMPURITIES AND ACT AS A TONIC TO THE WHOLE SYSTEM.

A. S. WATSON & CO., LTD.
HONG KONG DISPENSARY

**THREE NEW
"H.M.V." RECORDS**
from the
Mid-January Supplement

B-3663	Mommy is gone (Brown-Henderson) High Water (McHardy-Brennan)	Paul Robeson
B-3691	The Menin Gate (Ewen) The Blind Ploughman (Clarke)	Peter Dawson
C-2006	Blessed City (Bairstow)	Westminster Special Choir
	Blessed City Part 2.	

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TO MATCH.

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PARTICULARS OF THE NEW MORRIS MINOR HAVE NOW BEEN RECEIVED. THIS IS A TWO-SEATER CAR BUILT TO SELL IN THE ENGLISH MARKET AT THE ATTRACTIVE FIGURE OF £100

BOOK YOUR ORDER
NOW

PARTICULARS WILL BE
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GARAGE**

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Incorporated in Hongkong.
21, Queen's Road C. and Stubbs Road.

**The
Hongkong Telegraph.**

SATURDAY, FEB. 7, 1931.

EDUCATION.

All too seldom do we get such an outspoken and well-reasoned dissertation on the Colony's educational shortcomings as those which were voiced yesterday by the Headmaster of Queen's College, Mr. de Rome. Squerly faced the realities in his observations on the examination problem, having no difficulty in driving home his point that to put students in for the Matriculation after three years in a senior school is unduly forcing the pace. Apart from the attempting of the almost impossible, there is the further point that the students are left in what Mr. de Rome aptly describes as mental muddle. What is worse still is the disappointment caused to teachers, students and parents' alike when it is found that so few of the entrants ever succeed in the task which they are set. The tremendous waste of effort involved needs no stressing. Happily, the evils are recognised, for, convinced that there is something radically amiss with the system, His Excellency the Governor has decided that the whole question shall be investigated in the light of such criticisms as the Colony's education experts may feel inclined to advance. We hope that in this inquiry the scholastic profession will not be overlooked, for we should like to feel that men like Mr. de Rome, who have clear-cut ideas on the issues and who are not cranks, will be given an opportunity of putting forward their views.

Some little time ago, in commenting on the Matriculation examination results, we emphasised the value of a good grounding in primary subjects, suggesting that for the great majority of school children in this Colony this was the main essential. Give them that, we remarked, and they would go out into the world sufficiently equipped for the life which lies ahead of them—possibly better equipped, for all practical purposes, than they would be by dabbling in subjects of which they could not hope to secure a really good grasp. The over-emphasis on secondary education which has been too long apparent in Hongkong, and the anxiety to rush students through for Matriculation, has resulted in so much disappointment that it is high time there was more concentration on essentials. We are glad to see that Mr. de Rome favours the replacement of the Matriculation examination by a School Leaving Certificate examination, in which

there would be no mere specialising on a few subjects but an attempt made to secure a real grasp of the basic constituents of a sound education. That much accomplished, the brighter lads who wish to enter the University can, as Mr. de Rome says, later proceed to Matriculation in special subjects. A reform of the existing system on some such lines as these appears to be imperative if the aims of education are to be realised. The selection of promising students for the upper schools is another point, as nothing whatever is to be gained by taking in pupils who are unlikely to make good.

Despite the constant reiteration of the fact that examinations are not the be-all or the end-all of education, so much of the Colony's education has been based on this misapprehension. Cramping for results has been all too obvious. The immediate effect may be to give some doubtful glory to the schools which adopt this policy, but far from conferring any lasting benefit on the student, such methods are likely to have an opposite result. For the lad who does not intend to specialise in his life's work, nothing can be better than a sound primary education. If he can give evidence that he has received such a grounding, he would prove of far greater value to his future employer and make a better success of his life than many another who has been forced through examinations for the sake of being able to say that he has matriculated. Not only here in Hongkong, but in England as well, the constant complaint of employers is that it is extremely difficult to get a lad straight from school who can construct an ordinary sentence or make a relatively simple arithmetical calculation—this often in the case of boys who have gone through a secondary school. Admittedly, we want something more from education than ability to write coherently or to do sums correctly, but if these essentials are lacking, it is certain that the tuition given has failed in important respects.

Estate Duty.

The Hon. Mr. C. G. Alabaster, the Attorney General, in moving the first reading of the Estate Duty Bill, appealed for sympathetic understanding of his difficulties, but made no serious attempt to defend the new schedule. True, as we have already pointed out, the duty on estates between \$1,000 and \$5,000 has been reduced from two to one per cent; true again, the duty on estates between \$5,000 and \$25,000 remains as before. But that does not alter the fact that the duty is just as high as that prevailing in Great Britain to-day, if the dollars are converted at 2/-, while the increase recommended in respect of estates between \$25,000 and \$50,000 contemplates the payment of duty by Hongkong residents 33 per cent, in excess of that required of estates of similar value (at a 2/- dollar) in Britain. From that point, the rates grow lower and lower in proportion to Mr. Snowden's schedule, wherein lies cause for strong criticism. We dislike the necessity of repeating ourselves, but we cannot fathom the reasoning which would justify high rates on small estates and low rates on the bigger. Mr. Alabaster says he will welcome suggestions regarding certain clauses of the Bill. He does not express willingness to extend a similar welcome to proposals regarding the schedule, which from the public viewpoint is the most important feature of the Bill. He appears, incidentally, to be wrongly informed regarding the duties imposed in Britain. He places the maximum, applying to estates in excess of \$2,000,000, at fifty per cent. In this connexion, we see no reason why the Hongkong schedule should stop at \$2,000,000. It should go on, up to seven, eight or nine millions, with steady increases in the rates per cent. at which duty is to be paid. It may be quite true that there will be few estates assessable for estate

duty at such high figures, but it is to such windfalls that a British Chancellor looks for relief when a Budget deficit looms large. A Hongkong estate of \$5,000,000 should be required to pay duty of more than 12 per cent, just as an estate of \$500 should not be mulcted at all. There is a suspicion that a guiding principle in the arrangement of the schedule has been the profusion of small estates as compared with larger. If this is so, it would appear to be grossly unfair.

DAY BY DAY

HAVEN'T YOU DISCOVERED THAT WOMEN KNOW BY INSTINCT WHAT MEN THEY CAN MAKE FOOLS OF, AND THEY ONLY TRY THEIR ARTS ON THEM?—W. S. Maughan.

The Empress of Canada is due here at 8.30 a.m. to-morrow and will berth at Pier No. 5 Kowloon Wharf.

His Excellency the Governor has been pleased to appoint Captain M. J. Reidy, M.R.C.V.S., to act as Colonial Veterinary Surgeon.

The ms. Taiwan (Wilh. Wilhelmen) left Singapore on the 6th and is due here on the 12th inst. with cargo from Norway and Ports.

His Excellency the Governor has appointed Dr. A. R. S. D. McElroy, to be a Member of the Midwives Board, vice Dr. Agnes L. G. Dovey, resigned.

His Excellency the Governor has appointed Mr. E. W. Hamilton to act as District Officer in the Southern District of the New Territories in addition to his other duties.

A bankruptcy notification states that a first and final dividend of \$13.50 per cent, has been declared in the case of the Kwong Shing Cheong firm, of 8, Wing Wo Street and 4, French Street.

His Excellency the Governor has been pleased to recognise, provisionally and pending instructions from the Secretary of State for the Colonies, Mr. J. Jose Sallas as in charge of the Consulate General for Peru in Hongkong.

Malicious damage to the front tyres of a motor lorry belonging to the Ying Sang Tai shop, of Shatakok was reported to the police by a fokir yesterday. It was stated that the vehicle had been left outside the premises on the evening of February 4.

Tenders are being invited for the reinstatement of the wall at Jardine's Corner, Peak. The work comprises the taking down of the existing lime and cement concrete wall with rubble facing and rebuilding in cement concrete with rubble facing for a length of 30 feet, together with any contingencies.

A report has been made to the police by Li Ping-cheung, master of the Fa Sheung Knitting Factory of 197, Kiling Street, Shamshui-po, that his son, Li Cheung, took a machine valued at \$650, stating that he was having it repaired. The machine, however, was in good working order and the son has not returned since.

For the theft of a pocket knife, the property of Leading Stoker H. K. Hawkins, of H. M. Submarine Oswald, a Chinese was sentenced to four weeks' hard labour by Mr. Williams at the Central Police Court this morning. It was stated by Detective Sergeant Lamont that the defendant was searched as he was leaving the Naval Yard and the knife was found on him. Investigations revealed that it had been stolen from H. M. Submarine Oswald.

Some little time ago, in commenting on the Matriculation examination results, we emphasised the value of a good grounding in primary subjects, suggesting that for the great majority of school children in this Colony this was the main essential. Give them that, we remarked, and they would go out into the world sufficiently equipped for the life which lies ahead of them—possibly better equipped, for all practical purposes, than they would be by dabbling in subjects of which they could not hope to secure a really good grasp. The over-emphasis on secondary education which has been too long apparent in Hongkong, and the anxiety to rush students through for Matriculation, has resulted in so much disappointment that it is high time there was more concentration on essentials. We are glad to see that Mr. de Rome favours the replacement of the Matriculation examination by a School Leaving Certificate examination, in which

FLYING IN 1931.

By Major OLIVER STEWART.

Faster—Farther—Safer.

A VIATION is, as it were, the Secretary of State for Speed. And the first thing most people want to know about flying during 1931 is the probable progress that will be made in speed. The Schneider Trophy race, which should be flown in September in British waters, will show how far constructors have advanced since 1929.

It was then won at the average of 328½ miles an hour. This, it will be remembered, is not a freak speed over a short, straight course, but the average of sustained flying over a course more than 200 miles long and containing some 28 sharp corners.

This year the race, if it takes place under normal conditions, will probably be won at more than 350 miles an hour. The speed record, which is made over a 3 kilometres straight course, is now 357.7 miles an hour. Before the end of 1931 it will be more than 400 miles an hour; a respectable speed, but by no means terminal.

At the time of the last Schneider Trophy race, just after it had been won at a speed which astonished the world, I spoke to Mr. Mitchell and Mr. Folland, the two British designer who have been responsible for a series of the fastest man-carrying craft of any kind ever produced. They both told me that they were dissatisfied with the results and, when asked the reason, they said that it was simply that their aircraft were not nearly fast enough. They could see, with the experience of the race behind them, many ways in which their machines could be improved. The curve of progress has not yet begun to fall off in flying.

We shall not only go faster in 1931 but we shall also go further. The distance record non-stop is now 4,912 miles. By the end of the year it will be more than 5,000 miles. We shall also go higher. But in the attainment of great heights there has lately been a lack of enthusiasm which may be attributed to the belief that, at the moment, speed and distance are of greater value. When, for some reason, we desire to go above 43,000ft, which is the present record, we shall do so. But there are other things of more immediate importance.

Progress will also be made in economy; but when considering economy it is as well to decide at once whether it is economy in time or in money that is desired. If reduction in the monetary cost of travel is the aim then aircraft cannot give it. But the barge and the bath-chair can. The barge and the bath-chair are both much cheaper to run than the aeroplane, and are likely to remain so. Those whose chief concern is reduction in the cost of travel, therefore, are recommended to travel by barge. As Mr. C. C. Walker has pointed out, the barge offers the cheapest form of transport per ton-mile available. City men who travel daily to and from their offices by barge along the Thames will save large sums of money.

Some people, however, regard time as being of more use to them than money, and for these the motor-car and the aircraft are of value. On the foreign air transport lines machines carrying a dozen passengers will soon be cruising at more than 150 miles an hour—already they are cruising at more than 120 miles an hour. Our own company has been so obsessed with paying load that it has neglected speed, and in this it has resembled the barge travellers. And the speed of its newest

The Cinque Ports Club, to take a typical example, flew 1,268 hours last year, and trained 37 new pilots during the period. Only two things are holding back private flying. One is the lack of aerodromes and the other is the Air Ministry's nursery-governess attitude towards it. According to the latest information as to permanent establishments there

(Continued on Page 7.)

THE HIGH COST OF DYING.



Government: Walter:—"This, of course, is for you, Sir."

BRITISH EXECUTION OUTCRY.

REBUKE FROM THE HOME OFFICE.

PERSONAL VIEWS.

An outspoken pronouncement on the duties of the Home Secretary in regard to the execution or reprieve of murderers has been issued from the Home Office.

It had particular reference to the case of Victor Edward Bett, aged 21, who was executed at Birmingham for the murder of a bank manager.

The statement is as follows:

"Statements have been made in the Press by the Secretary of the Council for the Abolition of the Death Penalty and by others about the action of the Home Secretary in the case of Victor Edward Bett.

"Some of these statements are mischievous and misleading and others exhibit a complete ignorance as to the function of the Home Secretary in advising as to the exercise of the Royal Prerogative.

Mr. Clynes is as predisposed as anyone to take a merciful view and to recommend the exercise of the Prerogative in cases where he is satisfied that there are good grounds for it, but it cannot be claimed that the proceedings in the Courts of Justice and the whole apparatus of the criminal law are to count for nothing if a public meeting passes a resolution or a petition is organised.

Mass Meeting Decisions.

"On grounds of public policy it is well that our law and practice should be in harmony with the national will, but we cannot have trial by jury in accordance with the law and the consequences of the jury's verdict set aside by the decision of a mass assembly.

"Whatever Mr. Clynes' opinion is about capital punishment, he would view with dismay the practice which he is asked to follow of giving effect to personal opinions in these distressing capital cases.

The responsible position of a Minister of the Crown will, he hopes, always enable him to subordinate his individual views, so that without consideration of party or person the proper administration of the law continues, however Ministers or Governments may change.

"As regards the demand that he should give effect to the views expressed in the recent report of the Select Committee of the House of Commons, Mr. Clynes can only say that it would be highly imprudent to anticipate any future change in the law and to act now as though Parliament was certain to endorse the report, which it has not had an opportunity even to consider."

Mr. Roy Calvert, Secretary of the Council for the Abolition of the Death Penalty, stated: "Mr. Clynes says that it is the duty of the Home Secretary to maintain unbroke the Home Office tradition. This means in effect transferring his personal responsibility to his permanent officials. We deeply regret that he missed this unique opportunity of showing not only mercy but courage."

A Previous Rebuke.

This is not the first occasion on which Mr. Clynes has severely rebuked critics of his decision as Home Secretary on the question of the execution of a murderer.

Thus in April last, shortly after the execution of William Henry Podmore, for the murder of Vivian Messiter, he made a statement in reply to a resolution passed at the I.L.P. Conference.

He said: "That resolution requires me to ignore the solemn decisions of courts, judges, and jury, and to act on an opinion of capital punishment. I hope that no Secretary of State will ever be influenced by such an indefensible doctrine."

"I am not prepared," he continued, "to make a mock of the law, however strong the desire may be to change it. Public opinion of such matters cannot always be guided by the fullest information, and public opinion must not take the place of a court of law. It is the right of the public to change the law; it is the duty of the Minister to apply the law."

RUMOUR DENIED.

GENERAL GASTON WONG NOT DISMISSED.

On behalf of the Provincial Government of Kwangtung Mr. L. M. Lee, the Chief Secretary, writes as follows concerning the report of the arrest and dismissal of General Gaston Wong:

"On behalf of the Kwangtung Provincial Government, I wish to inform you that the report concerning the dismissal and arrest of General Gaston Wong as found in your daily for January 28th, has no foundation in truth. General Wong resigned his post of his own accord, and is now on his way to France. He was not dismissed by the Government as reported in your paper. The National authorities never put him under orders of arrest."

NEW TYPES OF CRUISERS.

RETURN TO SANITY IN DESIGN.

"Jane's Fighting Ships," published by Messrs. Sampson Low, Marston, and Co. (£2 2s.), contains the usual comprehensive review of the Fleets of the world and details of the progress made in marine engineering.

This year the cruisers claim chief attention.

In the British section, the more arresting particulars deal with H.M.S. York, Exeter, and Leander. York marks the first attempt of one of the Treaty Powers to break away from the 10,000-ton type of cruiser. To save 1,600 tons, two 8in. guns are sacrificed, the speed and protection being the same as in the Kent class. Designed by Sir William Berry, the ship was completed last June.

The original design allowed for three funnels, but during 1928 the plans were modified, and the foremost funnel was truncated into the second. In order to clear the catapult on the second turret, the bridge was raised, and, consequently, the funnels. It had been found, however, that the turrets were too light for the catapult to be carried, and it and the derrick have been dispensed with.

The completion of Exeter is about due. The design of that vessel is similar to that of York. Leander is described as belonging to a class which represents "a return to sanity in cruiser design, compared with the overgrown and over-gunned 10,000-ton Treaty type." This cruiser was laid down under 1929 estimates, and is now being built.

The London Treaty having stopped any additional 10,000-ton cruisers with 8in. guns being built in Britain or Japan, it is stated by Mr. Oscar Parkes, the Editor, that some entirely new types armed with 6in. guns, of which Leander is the precursor, may be expected.

Italy's 40-Knots Cruiser.

In the United States Navy section, photographs are given of the recently completed Treaty cruisers, together with particulars of new construction to bring about parity. The Japanese section provides something new in types. A large number of illustrations are given in the French section, including the new cruisers, destroyers, and submarines.

The Italian Navy is building a larger variety of types than any other. The first official plans of the new cruiser and the destroyers are given. There are also pictures of the "Condottieri" class. The design is the most interesting of recent years. It is stated that one of these, subjected to a series of "all out" runs, logged just over 40 knots on a spurt—attained, it is understood, at the expense of her engines and boilers.

Ersatz Preussen is illustrated in the German section, and photos of the Koenig class show these vessels from all aspects.

The work is invaluable to all interested in the navies of the world and ship construction.

GENERAL ELECTION FOR SPAIN.

POLLING ON MARCH 1.

Madrid, Jan. 11. At last night's Cabinet meeting, the Government, after expressing satisfaction at the reports of tranquillity from the Captains-General and civil governors decided definitely to fix March 1 as the date of a general election.

The Government intends to suspend martial law as soon as convenient, so that the nation may have all the guarantees necessary for electoral propaganda, but it will be inflexible in the maintenance of public order. On the slightest attempt at disorder the Government will hold the elections under martial law, guaranteeing at all costs the free exercise of the suffrage, as it is determined that the nation's will shall be genuinely manifested in the polling booths. Spain's destiny can then be decided in Parliament.

"Trouble Foreseen."

Thus General Berenguer intends to fulfil the difficult mission with which he was entrusted about a year ago on the fall of the late General Primo de Rivera—the summoning of a Parliament.

Reading between the lines of the brief official communiqué, one is led to believe by his threats to reimpose martial law at the slightest attempt to obstruct the general election that he foresees trouble ahead, and before March 1.

While General Berenguer deserves congratulation for his speedy quelling of the recent revolt, he will need all the resources at his command to steer the country through the short but difficult period now remaining before polling day.

Rumours have been particularly insistent during this week-end of another revolutionary movement and the possibility of further strikes with the object of obstructing the Government's plan to restore constitutional government.

VOLUNTEER CORPS.

ORDERS FOR THE COMING WEEK.

Volunteer Defence Corps Orders by Lieut. Col. L. G. Bird, D.S.O., O.B.E., state:

Parades.

Corps Band.—There will be a Band Practice at Volunteer Headquarters at 5.30 p.m., sharp, on Monday, 9th February, and Wednesday, 11th February.

Battery.—Drill as detailed 5.30 p.m. at Gun Club Hill on Thursday, 12th February, Range Takers as detailed with Range taken from M.G. Company at 5.30 p.m. Thursday, February 12th at Headquarters. Signal: Parade 5.30 p.m. at Headquarters on Thursday, February 12th, for map reading etc. Staff: At 5.30 p.m. on Thursday, February 12th at Headquarters.

Engineer Company.—Monday, February 9th, Miniature Range shoot at 5.30 p.m. D.L. Instruction will be held at 5.30 p.m. on Thursday, 10th February, at Wellington Barracks on Thursday, 12th instant.

Corps Signals.—Parades will be held at Corps Headquarters at 5.30 p.m. on Tuesday, 10th February and Friday, 13th February.

Machine Gun Troop.—Practice parade for G.O.C.'s Inspection on Monday, 9th instant.

Armoured Car Company.—Car Section: Parade on Monday, 9th February at Corps Headquarters at 5.30 p.m. for Driving Instruction, Motor Cycle Section: A talk on "Field Message Writing" will be given by the Adjutant 5.45 p.m. in Lecture Room on Monday, 9th February.

Machin Gun Company.—The Company will parade on Tuesday, 10th February in Uniform at 5.45 p.m. at Headquarters at full strength. This is a Practice for G.O.C.'s Inspection.

Dress—Boots, Hose-Tops, Putties, Shorts, Tunics, Helmet, Belt, I. Comet and Foot Rifle with Sling, M.G. Course Part II.—No. 2 Platoon will fire this course at Stoneycutters on Sunday, 15th February. Range Officer, 2/Lieut. H. M. Richards. Launch leaves Queen's Pier at 9 a.m. and Kowloon Police Pier at 9.10 a.m. Uniform or Mafu optional, but belt, Pouches and Bayonet must be worn.

Scottish Company—Parades, Thursday, 12th February. Squad drill with Arms, No. 7 Platoon at Headquarters at 5.30 p.m. under Captain H. R. Forsyth; belts and frugs will be worn. No. 6 Platoon at Kowloon Dock under Lieut. A. Duncan, M.B.E. Belts and frugs will be worn. The pipers and Drummers under Pipe Major Mackie will parade at 5.30 p.m. at Headquarters and marching practice. Range—Musketry Part II will be fired at Stoneycutters on Sunday, 8th February. Launch leaves Queen's Pier at 9 a.m. and Kowloon Police Pier 9.10 a.m. Range Officer, Captain H. R. Forsyth.

Portuguese Company—Parade: The Company will parade as strong as possible at Headquarters on Friday, February 13th at 5.30 p.m. for Arms and Foot Drill in preparation for the G.O.C.'s Inspection. This is most essential parade. Dress—Optional; Rifles, Belts and Bayonets. Peak Range: The Peak Range is allotted to the Company on Sunday, February 22nd. Details will be issued later.

Peak Range.

The Peak Range will be allotted to the Portuguese Company on Sunday, February 22nd.

Kennedy Road Range.

The Kennedy Road Range will be allotted to the Portuguese Company on Friday, 20th February, 1931.

Appointment and Promotions.

No. 1674 Pte. Mong Ranjan Deb, Medical Section, to be promoted Corporal with effect from 6th instant.

No. 1675 Pte. T. P. Szeto, Medical Section, to be appointed Lance Corporal with effect from 6th instant.

No. 1672 Pte. T. S. D. Whitley, Section, No. 2 Platoon, to be appointed Lance Corporal with effect from 3rd instant.

Struck Off The Strength.

Having completed 3 years' service.

No. 1187 Sigm. C. J. Waddell, Corps Signals, as from 12.11.30.

Strength.

The following have been taken on Corps Strength:—No. 2 Pte. M. E. M. Oakeshott, No. 3 Platoon; 1673 Pte. H. B. Joseph, A. Car Coy., Car Section; 1674 Pte. M. R. Deb, 1676 Pte. Szeto Yan Pui, 1675 Pte. So Ping Yin, 1677 Pte. Ngan Kong Hua, 1678 Pte. Tai Kin Hing, 1679 Pte. Kam Nai Fai, all Medical Section.

Leave.

Pte. 1677 T. Lillard, M.G. Troops.

Sick leave extended to 31.3.31. No. 355 A/C.S.M. Brown, A. W. No. 7 Platoon from 4.2.31 to 4.9.31; No. 8 R.S.M. Edmonds, W. H. Corps Headquarters, from 15.2.31 to 15.12.31.

(Sgt.) W. H. G. Goater, Captain, Adjutant, H.E.V.D.C.

Notices.

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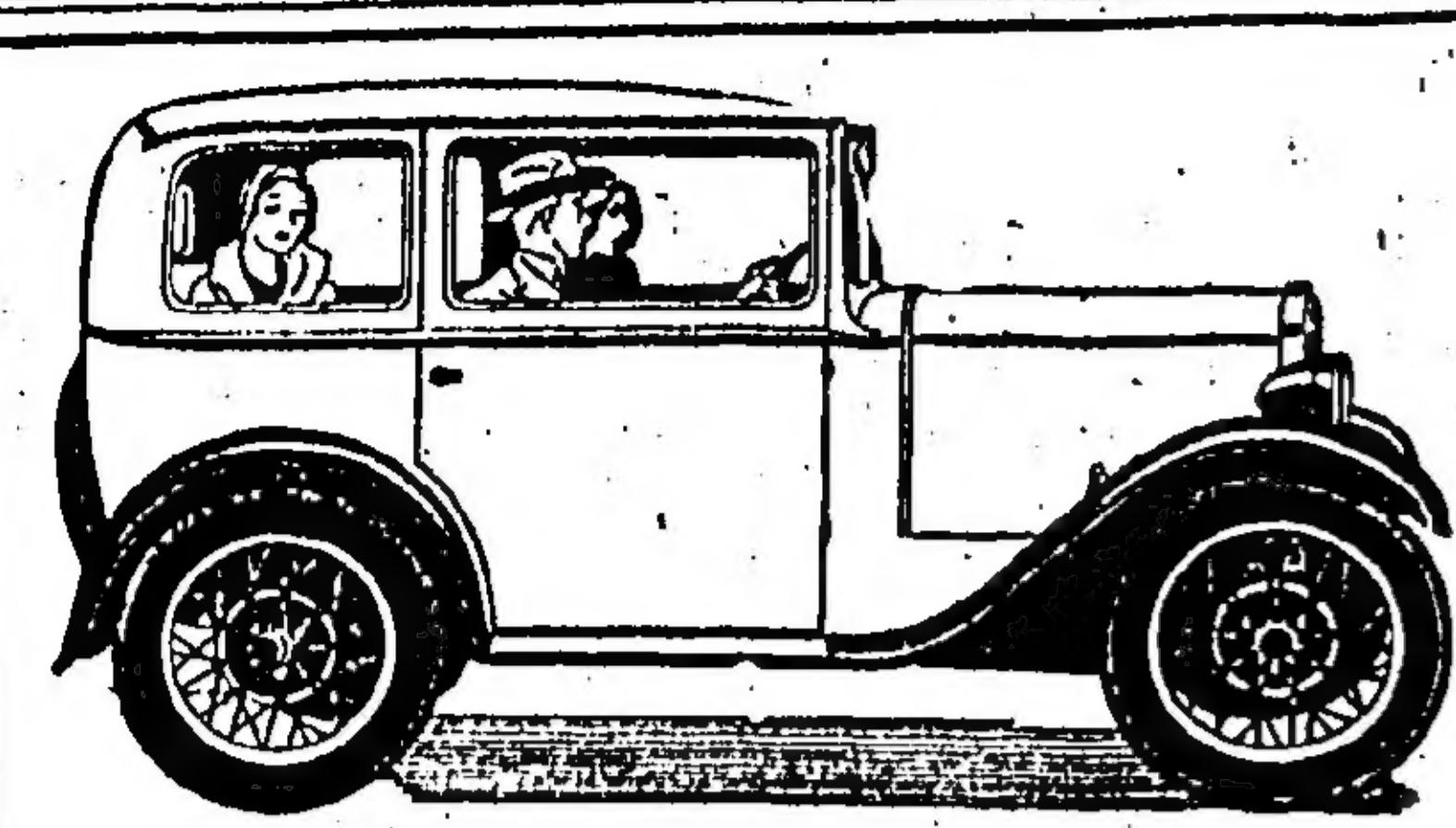
Sick leave extended to 31.3.31. No. 355 A/C.S.M. Brown, A. W. No. 7 Platoon from 4.2.31 to 4.9.31; No. 8 R.S.M. Edmonds, W. H. Corps Headquarters, from 15.2.31 to 15.12.31.

(Sgt.) W. H. G. Goater, Captain, Adjutant, H.E.V.D.C.

Notices.

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LOCAL RADIO.

BOXING MATCH TO BE DESCRIBED.

To-day's radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres:
4.00-7.00 p.m. Chinese Programme.
7.00-10.15 p.m. European Programme of Victor Records kindly supplied by Messrs. Tsang Foo Piano Co.

7.00-7.25 p.m. *Wand of Youth Suite* (Elgar).
London Symphony Orch. 9470-9472.
7.25-8.22 p.m. *Variety*.
Song-Broken Hearted.
Aileen Stanley (Soprano). 20826.
Song-Who Are You Fooling To-night?
Vaughn De Leath (Contralto). 20826.
Humorous Song-The King of Borneo.
Humorous Song-The Road to Vickaburg.

Frank Crumit. 21009.
Instrumental Trio-Fun At The Fair.
Instrumental Trio-O'Brien's Wedding.
Ed. Geoghegan's Emerald Trio. 20762.
Song-Exactly Like You.

Song-On The Sunny Side Of The Street.
Gracie Hayes. 22428.
Humorous Song-Sweetheart of All My Dreams.

Humorous Song-All By Yourself In The Moonlight.

Johnny Marvin. 21851.
Bango Solo-You Don't Like It-Not Much.

Eddie Peabody. 20839.
Band-Sunshine Blues.

Mephisto Jug Band. 20781.
Singing with Guitar-Yodeling Cowboy.

Singing with Guitar-Blue Yodel.

Jimmie Rogers. 22271.
Song-You Darlin'.

Song-I'm Yours.

Johnny Marvin. 22556.

7.22-9.07 p.m. Concert Items.

9.00 p.m. Weather Report, Local Time, etc.

Orchestral-Rendez Vous-Intermezzo (A Letter).

Orchestral-Li Cearine-Mazurka (Ganne).

Victor Salon Orchestra. 20430.

Song-Tosca and Music (Puccini).

Maria Jeritza (Soprano). 1346.

Violin and Cymbal-Duet-The Broken Violin (Plata).

Bela Schaffer and Ferl Sarkosi. 20749.

Piccolo Solo-Song Of The Nightingale (Filipovsky).

Clement Barde. 20426.

Harp Solo-Autumn (John Thomas).

Frances J. Capitone. 20420.

Orchestral-A Little Love, A Little Kiss (Ross-Sleau).

Victor Salon Orch.

Orchestral-Estrillita (Pences).

Victor Salon Orch. 20279.

Song-Your Song From Paradise (Brookton and Harlow Brown).

Song-Zamboni (Dyer and Cator).

Reinhard Werrenrath. 1369.

Violin Solo-The Bee's Waltz In D Flat (Chopin).

Violin Solo-Cancire (Ogarew).

Alexander Schmidt. 20614.

9.07-9.15 p.m. Concert Items.

Minstrel Show of 1929.

Victor Minstrels. 35901.

9.15-10.15 p.m. Dance Programme.

Fox Trot-Huggable Kissable You.

Fox Trot-Every Moon's A Honey Moon.

Fox Trot-A Room With A View.

Fox Trot-Dance Little Lady.

Fox Trot-Caribbean Love Song.

Waltz-My Lonely Heart.

Fox Trot-The Riff Song.

Fox Trot-One Alone.

Fox Trot-At Sundown.

Fox Trot-Here Or There As Long As I'm With You.

Blues-Someday Sweetheart.

Blues-Original Jelly Roll.

Fox Trot-Have A Little Faith In Me.

Fox Trot-Cryin' For The Carolines.

Fox Trot-Honey.

Waltz-My Sweetheart.

Waltz-C'est Vous.

10.15 p.m. (Approx.). The Boxing Match relayed from the City Hall. Close Down.

SUNDAY'S PROGRAMME.

To-morrow's radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres.

11.00 a.m. St. John's Cathedral Relay.

12.00 a.m. Chinese Programme.

1.30 p.m. Weather Report, Local Time, etc.

2.00 p.m. Close Down.

8.10 p.m. European Programme of H. M. S. and Victor Records kindly supplied by Messrs. S. Moutrie and Co.

8.45 p.m. Orchestral.

Concerto Grosso (Ernest Bloch)-Prelude-Dirge-Rustle Dance-Fugue.

Philadelphia Chamber String Simfonietta 9596-9598.

Arioso (Bach) Philadelphia Chamber String Simfonietta 9598.

Pomp and Circumstance March (Elgar).

London Symphony Orchestra. 1301.

8.45-9.32 p.m. A Concert.

9.00 p.m. Weather Report, Local News, etc.

Chorus-How Lovely Is Thy Dwelling Place (Brahms).

Choir of The Temple Church London. 3485.

Song-The Lost Chord (Sullivan).

Song-Ombra Mai Fu (Handel).

Essex Ackland (Contralto). 1599.

Instrumental Sextet-Valse Trieste (Sibelius).

Instrumental Sextet-A Celtic Lament (Foulds).

Violin Solo-Rocco (Paganini).

Benny Moisilivitch. 402.

Song-Murmuring Breezes (Adolf Jensen).

Song-Angels Guard Thee (Jocelyn Godard).

Leonard Cowling (Tenor). 1444.

9.38-10 p.m. Organ Solo.

The Swan (Saint-Saens).

Prelude In E Flat (Saint-Saens).

Marcel Dupre. 518.

Scherzo (Grieg).

Bourree (Handel).

LOCAL RADIO.

ILLUMINATED BULLET.

SPORTSMEN NOW ABLE TO SEE THEIR ERRORS.

The illuminated sporting cartridge, technically known as the "tracer," is the latest British product relating to the science of ballistics.

The "tracer" cartridge is not new to Service ammunition. It was introduced during the European War, and used by the Royal Air Force, and by riflemen and machine gunners. There were also, of course, flaming shells—A.Z. shells. In the base of the bullet was a phosphorescent composition which was ignited by propellant gases. It was the use made of this illuminating device, in peace, which originated the idea to its use for sporting guns.

The behaviour of the pellets in a shot gun charge could not be quite so easily demonstrated as in a Service bullet, but the difficulties have been overcome, and sportsmen may now see their errors and be better able to correct them.

The new cartridge carries in the centre of a shot charge a small tracer pellet, which is ignited by the discharge of the powder charge, and burns brightly for a distance of 75 yards from the muzzle of the gun. The illuminated pellet travels that range, more or less, in the middle of the cone of pellets. Hence the tracer pellet has traced out the trajectory of the charge.

The use of this tracer pellet in actual game shooting is, of course, not to be suggested. In shooting schools and with clay birds, it may be really useful.

EASTERN CRUISE.

LUXURIOUS YACHT MAY COME THIS WAY.

An American yacht, the *Isolanda*, arrived at Calcutta recently from Rangoon. It is said that she was built for Princess Isolanda of Italy, by an American multi-millionaire, though the Italian Princess never sailed in her.

The *Isolanda* is now owned by Mrs. Moses Taylor, of New York, and has on board ten passengers, who are visiting the East on a pleasure cruise.

Mrs. Taylor, who is the owner of a large estate on Rhode Island (N.Y.), as well as a villa in Morocco, joined the *Isolanda* with her friends early last November at Monte Carlo, sailing to Naples thence to Port Said, where they left the ship for Cairo and the port of Luxor. They rejoined the vessel at Alexandria, sailing for Suez, Aden, Colombo, Rangoon, then Calcutta.

The *Isolanda* is considered to be the finest ship of her class afloat and carries an all-British crew, numbering 66. She is equipped with oil-driven engines, having a cruising speed of 15 knots, three of the most modern motor launches, the highest powered wireless-set, Sperry self-steering machinery and magnificent passenger accommodation.

PILOTS' GRIEVANCE.

SERVICES REFUSED BY FOREIGN VESSELS.

The immunity of foreign vessels from engaging pilots in the navigation of the English waterways was referred to at the annual dinner of the Tugmen's Guild, in London, recently.

Mr. G. R. Fone, a Thames waterman, and a tugboat skipper for more than sixty years, referred to the position whereby foreign vessels could enter English ports without employing a waterman, while no British or other foreign vessel might enter a Continental port without employing a pilot, and, even if a pilot was not available, pilotage dues had to be paid.

"The action of these foreigners in refusing the services of a Thames waterman as pilot," added Mr. Fone, "is depriving Englishmen of a living. It is a disgrace to our nation."

EXCHANGE RATES.

Previous Day Yesterday.

Paris..... 123.90% 123.90%

Geneva..... 25.14% 25.15%

Berlin..... 20.42% 20.43%

Oslo..... 18.10% 18.16%

Helsingfors..... 193% 193%

Athens..... 375 375

Buenos Aires..... 34% 34%

Shanghai..... 1/2% 1/2%

New York..... 4.85% 4.86/1.32

Amsterdam..... 12.00% 12.10%

Stockholm..... 18.14% 18.14%

Vienne..... 34.60% 34.60%

Madrid..... 48.15% 47.76

Bucharest..... 817 817

Montevideo..... 93% 93%

Hongkong..... 11% 11%

Brussels..... 34.82% 34.82%

Milan..... 98.80% 98.80%

Copenhagen..... 18.16% 18.

PENINSULA HOTEL

Friday—February 20, 1931.

YOUNG FOLKS' SUPPER DANCE

6.30 p.m. to 10.30 p.m.

\$1.50 Per Person.

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MR. CLYNES'S CAR
CHASED.POLICE STOP HIM AND TAKE
"HIS NUMBER."

London, Jan. 6. Mr. J. R. Clynes, Home Secretary, and head of the country's police forces, was motoring to Brighton on Saturday when his car:

Collided with a "baby" car; Was chased by a Rolls-Royce car for several miles;

Had its index number taken;

Was held up by a constable near Crawley.

Mr. Clynes, describing his adventure to a "New Chronicle" representative last night, said: "I was motoring to Brighton with my wife and sister, Mrs. Parker. We were, I think, somewhere on the London side of Crawley, where the mist was quite thick, when the accident occurred.

"Just as my chauffeur was passing a small car, a lorry appeared through the mist, travelling towards us. My chauffeur was forced to edge in towards the near side of the road, and there was apparently a very slight collision between us and the small car.

"It was so slight that no one in my car realised that a collision occurred, and we went on. The paintwork on my car was not even scratched.

"It appears that the driver of the small car stopped and another motorist, who was behind, seemed to have thought that we, too, should have stopped.

"He must have followed us, passed us and given information to the first police officer he saw. Near the outskirts of Crawley we were stopped by a constable, who after taking particulars of the accident, allowed us to proceed."

Constable's Courtesy.

"He did not know who I was, but he was perfectly courteous to my chauffeur. I believe he was later told that I was in the car."

"I was much impressed by the courtesy of the constable and also the efficient manner in which he dealt with the information he received from the other motorist. The incident also showed how public-spirited motorists can assist the police to deal with happenings on the road when no policeman is present.

"I certainly do not mind being stopped. Both the officer and the motorist who gave information to him were only doing their duty."

Mr. Clynes added that the constable was not a member of the new mobile police and appeared to be on his ordinary beat.

FEWER RAILWAY
"SPECIALS."AEROPLANES TO SAVE
TIME.

The "special" train, believed of novelists of 20 years ago, and at one time the fastest means of getting from place to place, is no longer in great demand.

The air "taxi" and the modern motor-car have combined to save time on a long journey, and the saving of time was almost invariably the sole justification for the "special."

Before modern transport had reached the stage of really high speed the train was the fastest vehicle in the world and the Harley-street specialist with a distant urgent case, the business man with a big debt to carry out, the land-owner taking a party for a shooting week-end, and others who wanted to get from place to place as quickly as possible, all turned to the railway companies to carry them.

Representatives of the railway companies state that there has been practically no demand of late for the private "special." Special newspaper trains, travelling post offices, beef "specials" from Scotland, turkey "specials" from Norfolk, circus "specials," banana "specials"—all were being more marketing demanded rapid and cheap transport.

The charge for a "special" is the same on all railways—10s. a mile, single journey; 15s. a mile, double journey; with a minimum charge of £6, plus first-class fare for every passenger with a minimum of eight.

Companies' Views.

Statements from representatives of the different railways are as follows:

Southern—In these days of fast motor-cars, aeroplanes and better ordinary train services, the need for the special train does not arise so frequently.

London, Midland and Scottish—One of the principal reasons for the falling off in demand for "specials" is the fact that the ordinary train services are more frequent than they used to be.

London and North-Eastern—While we still get an occasional order for a special train the demand has fallen. The King and Queen, of course, still have their "special," and we occasionally arrange special trains for parties. Occasionally wealthy foreign visitors like to be able to say that they chartered a special train. We can marshal a "special" to order in less than a quarter of an hour.

Great Western—The habit of ordering a special has dropped off a good deal. There are occasional demands, such as one we handled recently when an ocean liner had a mishap off the West of England and we carried the firm's representatives to the spot by special train.

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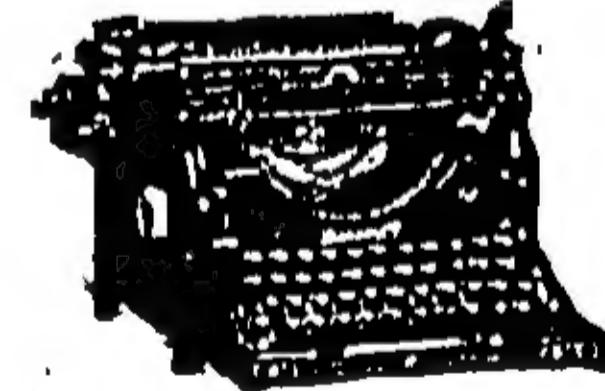


TRADE
MARK

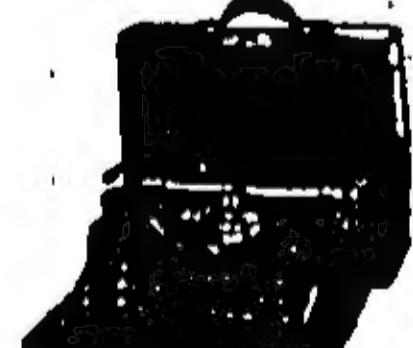
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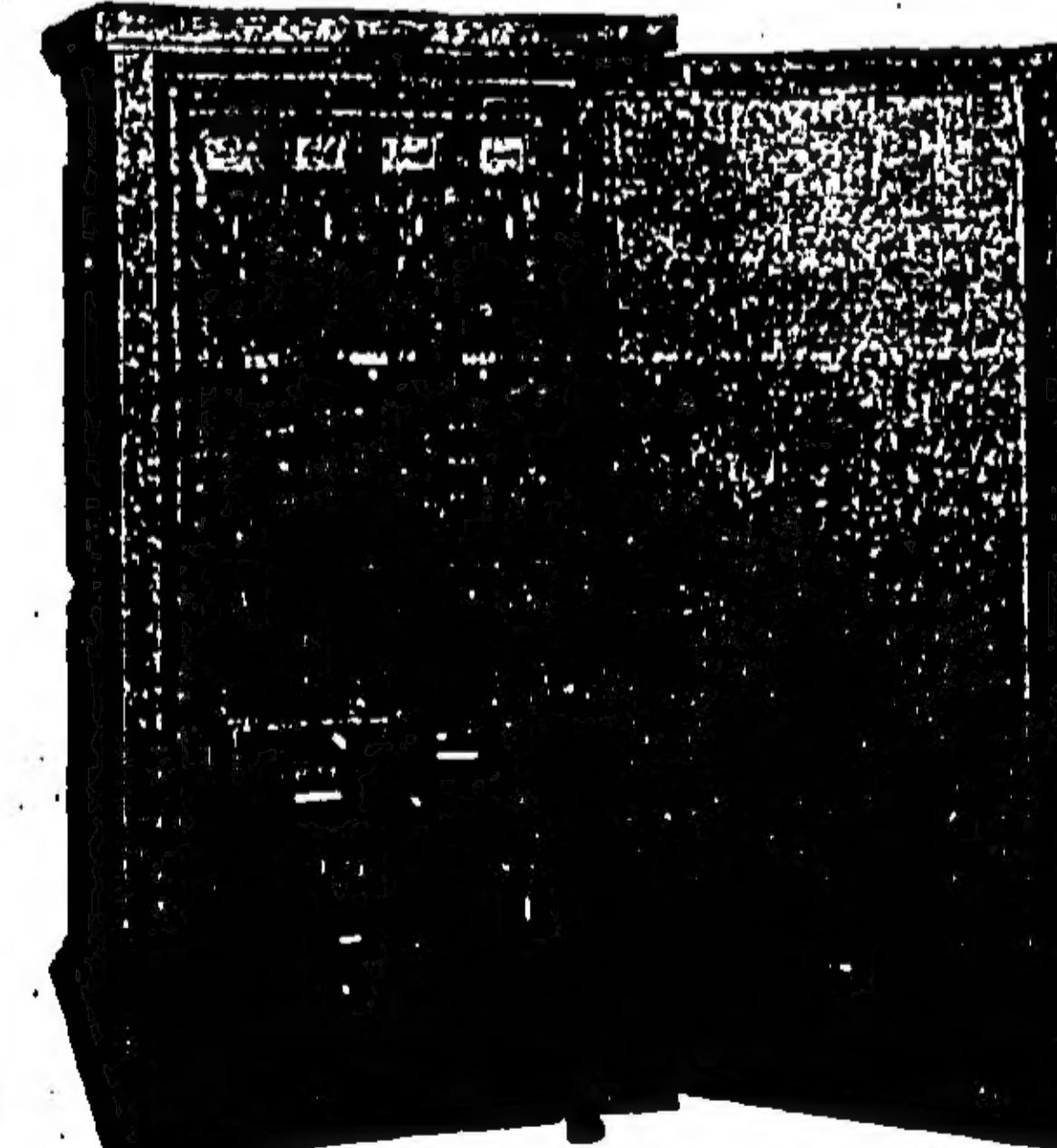
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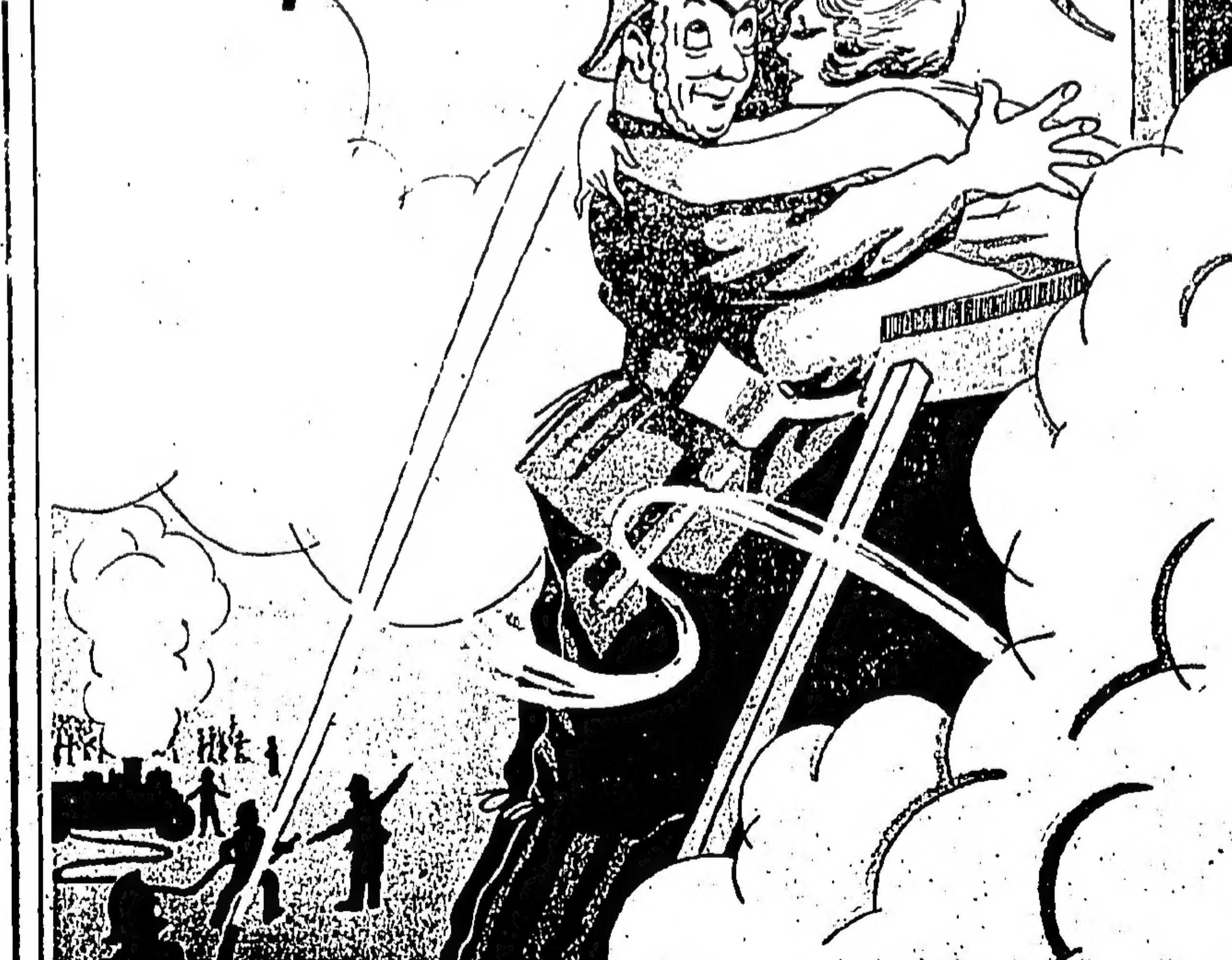
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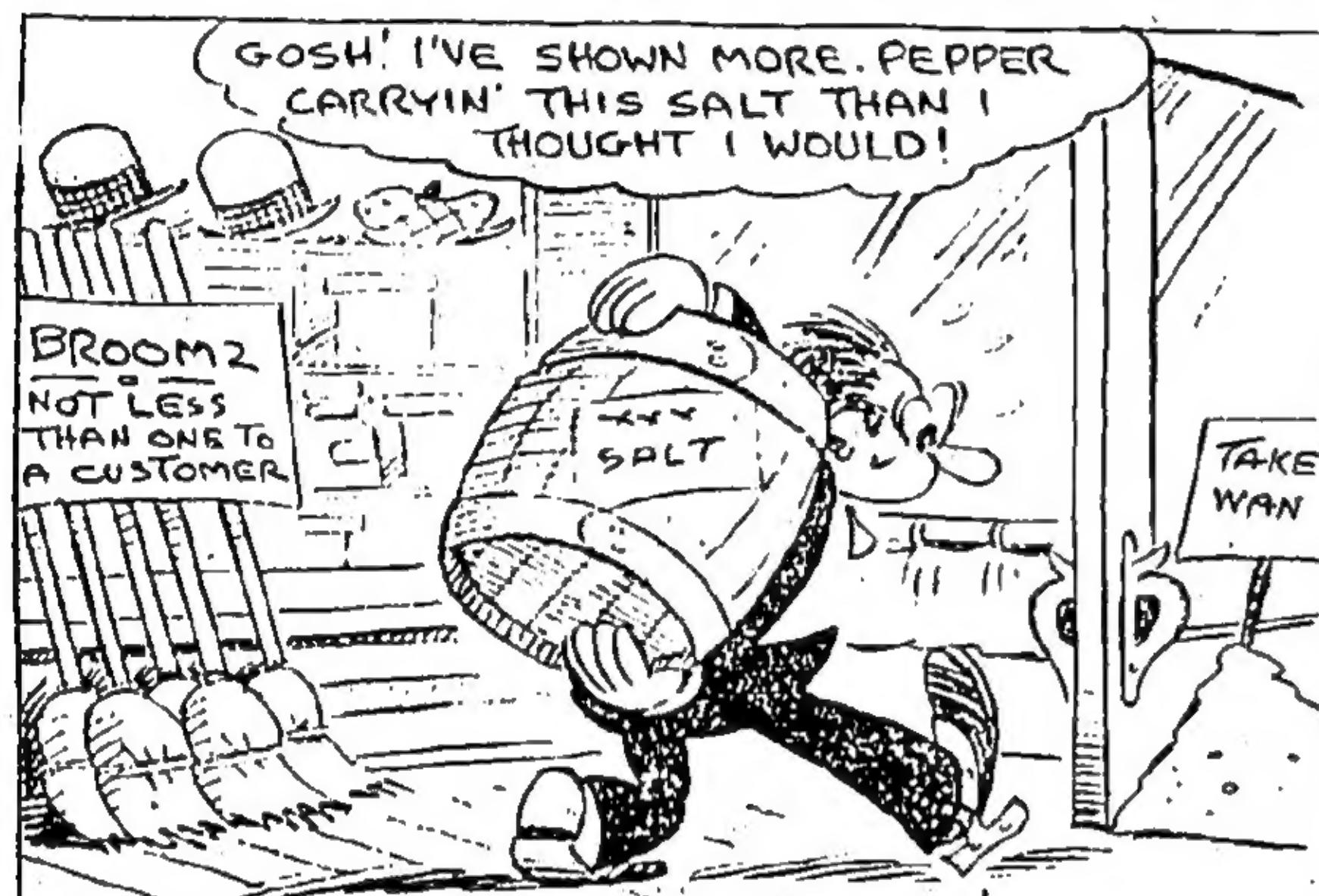
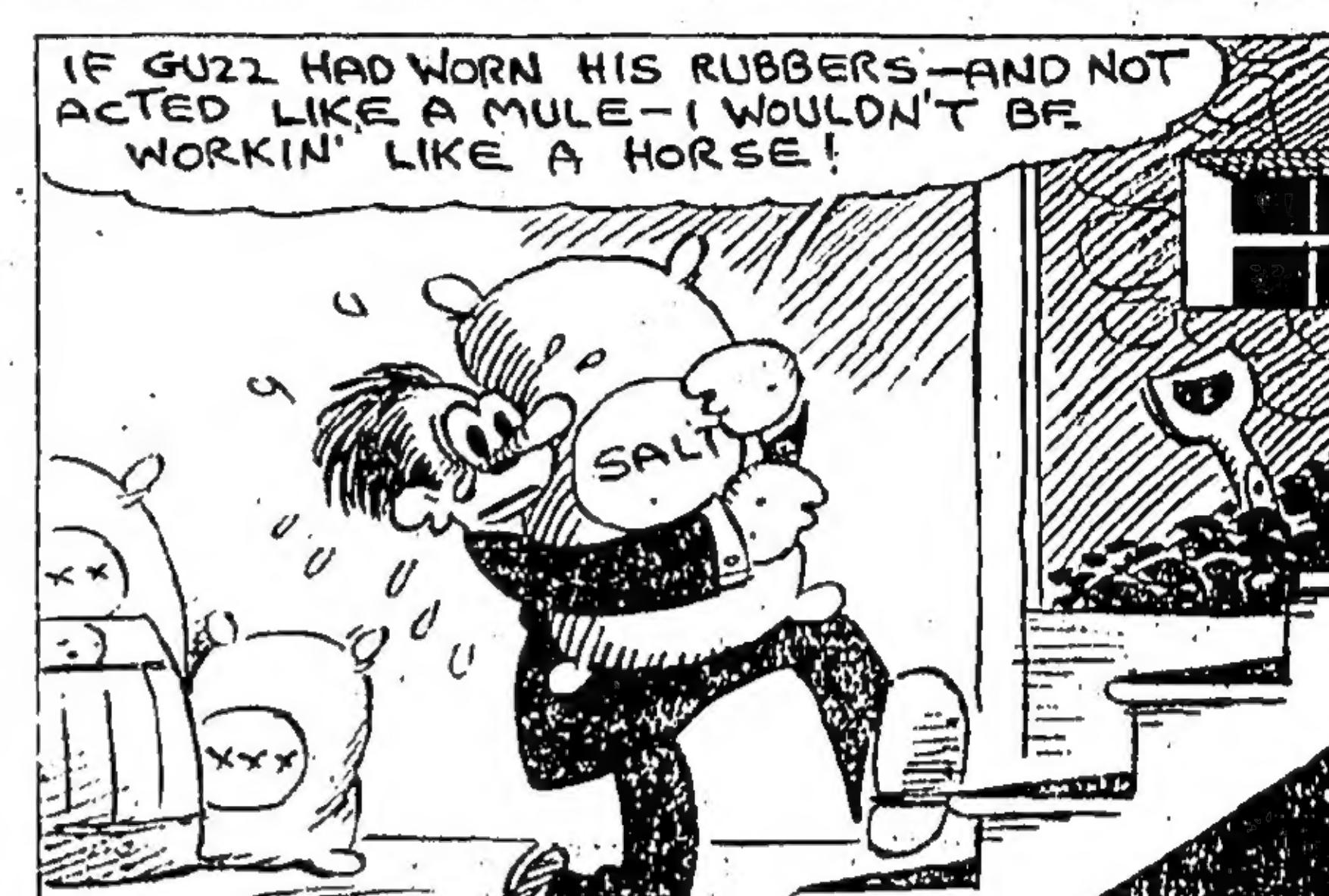
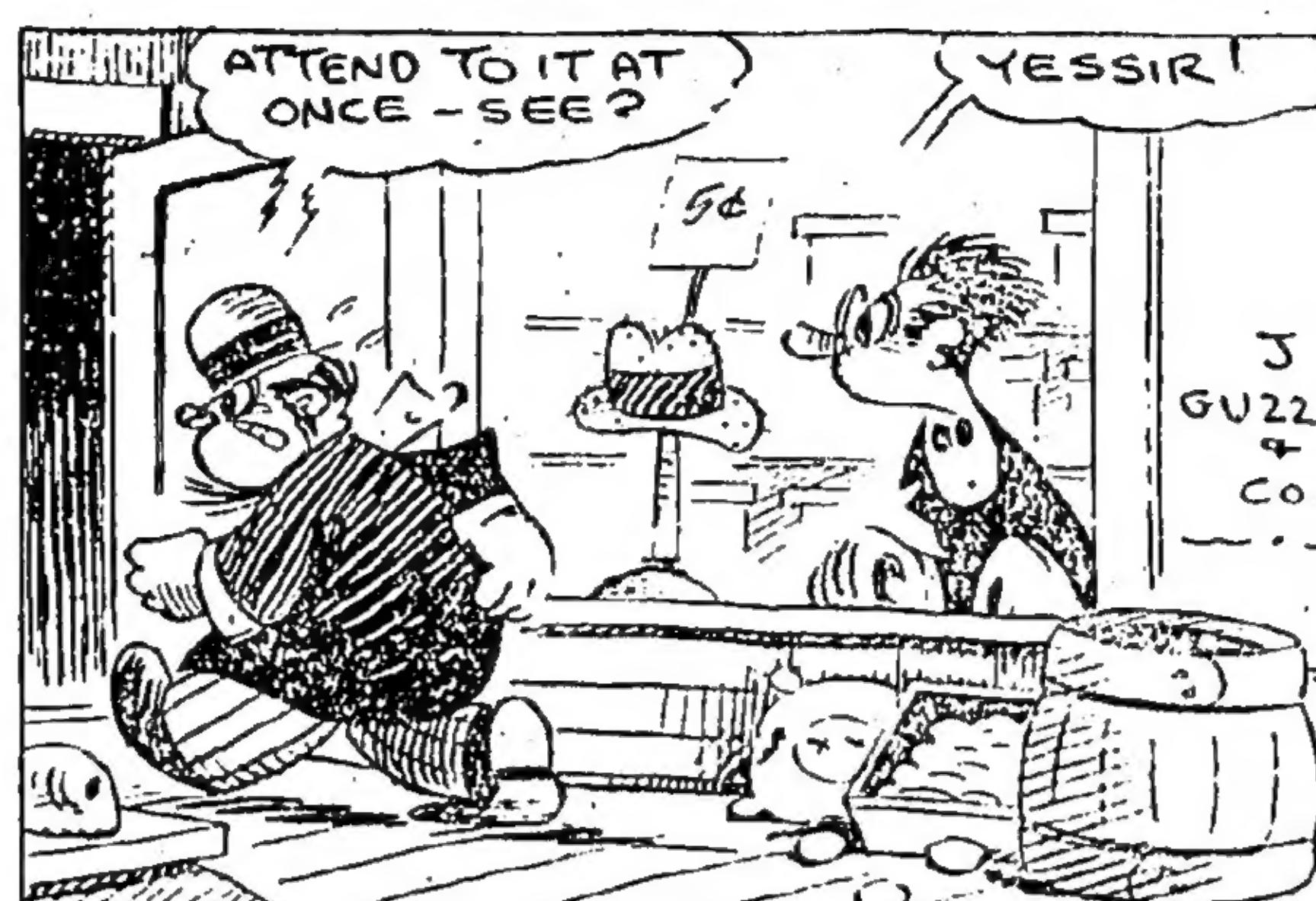
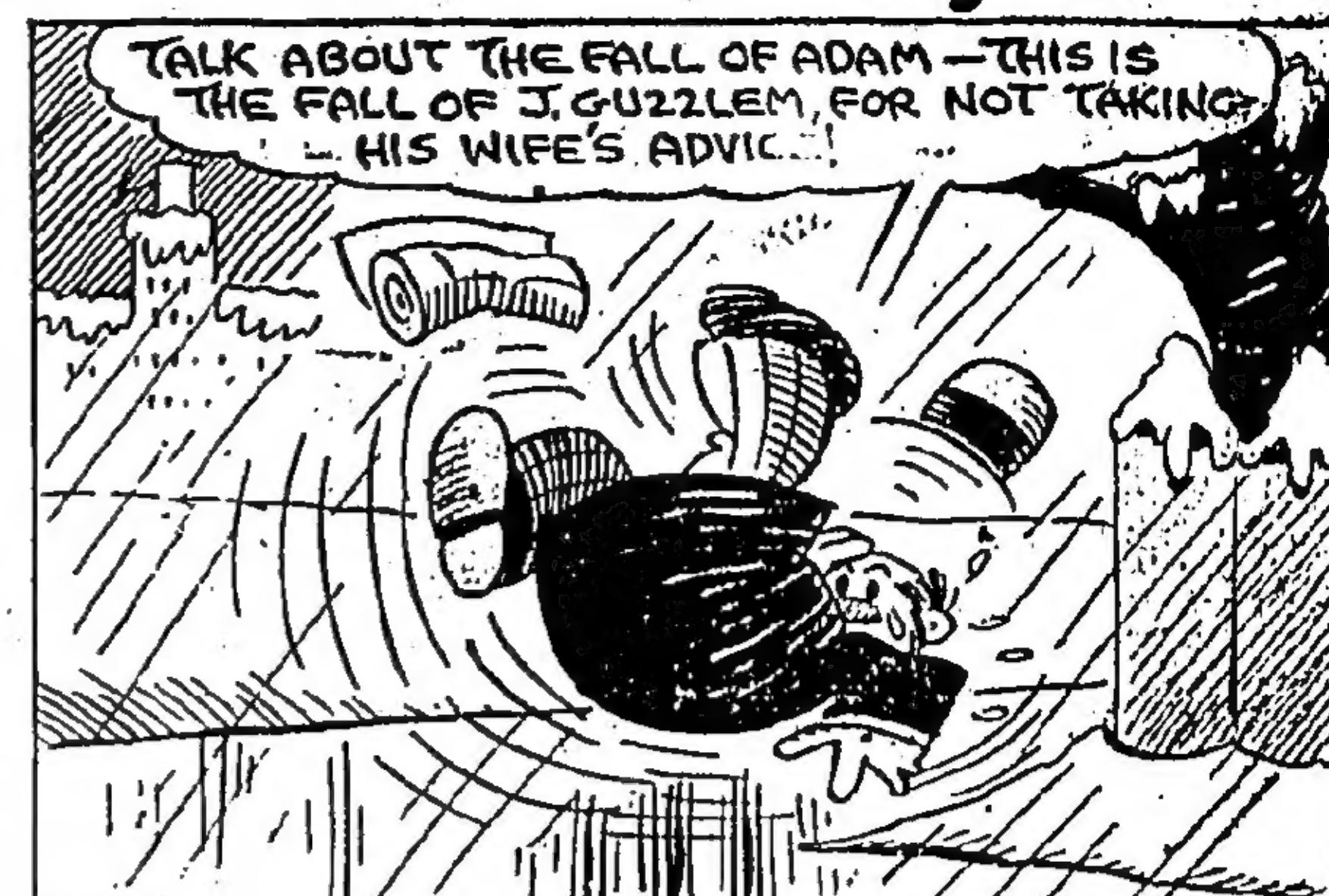
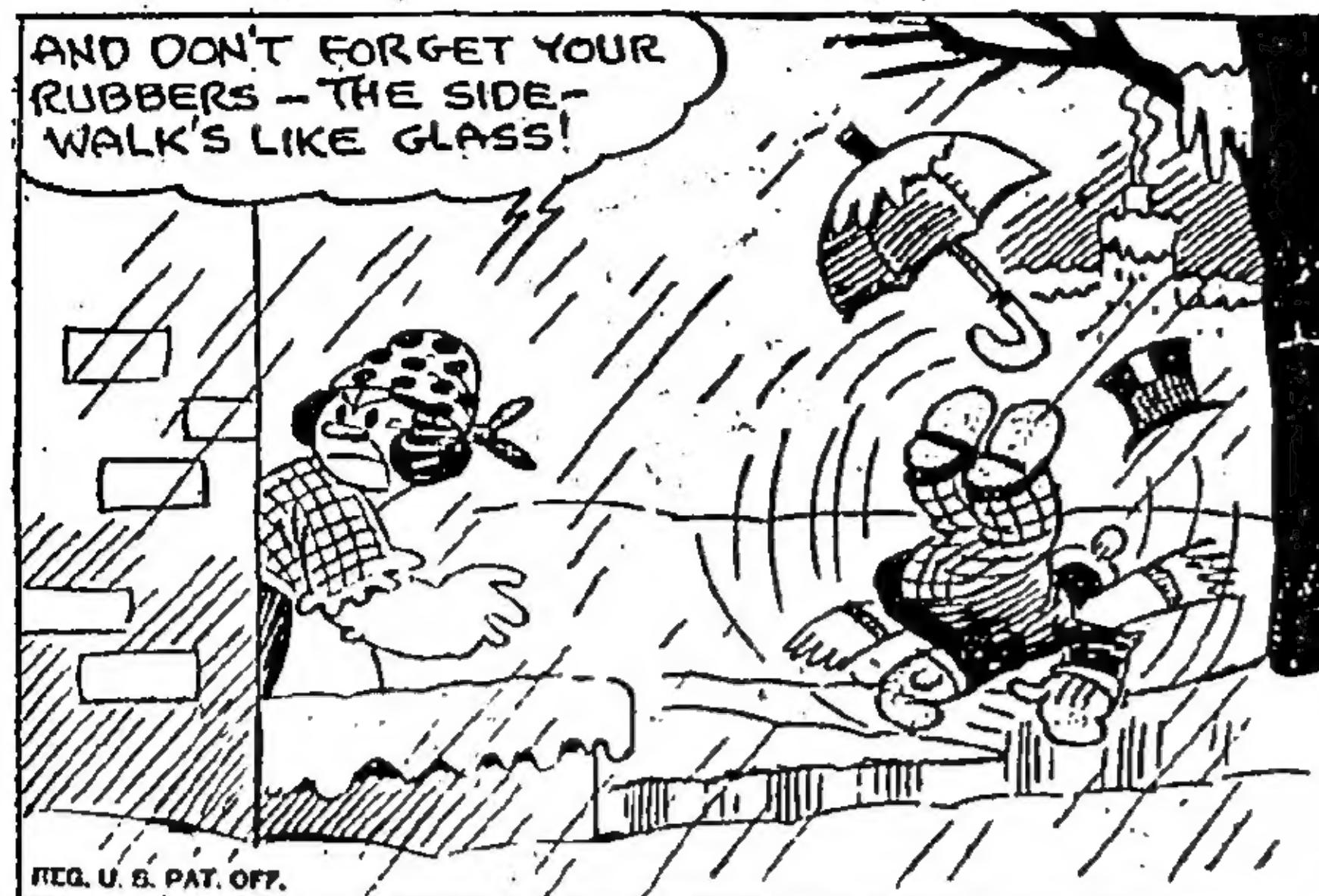
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Nobody Cares.

22436 *You Darling.*
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Murder At Bridge

by ANNE AUSTIN author of "THE BLACK PIGEON",
"THE AVENGING GHOST" and
"MURKIN BACKSTABBERS".

BEGIN HERE TO-DAY.

Juanita Selim is murdered at bridge. The surprise includes Lydia Crain, the maid; Dexter Strang, John C. Drake, Judge Marshall; Nita's landlord, to whom she paid rent; Nita's maid and Clive Marshall; the time of the murder; Flora Miles, Janet Raymond and Ralph Hammond.

Flora Miles admits she was in Nita's closet at the time of which she thinks, is from her husband, Tracy, but which is really from Flora.

Ralph Hammond, engaged to Nita, finds out that Flora was at the time of the murder; Flora's maid, Lydia, who is seen to clean up Nita's room, and who is seen to leave Nita's room.

Dundee is interested in finding out who paid Nita \$10,000 after her arrival in Hamilton. At the inquest most of the evidence is withdrawn, but there is evidence that Nita was killed by a New York gunman. Lydia has arranged for Nita's cremation, as instructed, and is given permission to take the urns from the vaults of 12 or 18 years old, which Nita chose for her shroud, and which Dundee suspects of a wedding dress. Dundee intends to take Lydia to the police station, and then to return to Nita's cemetery to the district attorney's office for safekeeping. Lydia says she doesn't know where Nita kept it.

CHAPTER XXIX.

"I said I don't know where she kept her jewellery," Lydia retorted harshly. "It wasn't worth much—not a hundred dollars altogether, I'll be bound, because Nita sold her last diamond not a week before we left New York. She owed so many bills then that the money she got for directing that play at the Foregate School hardly made a dent on them."

"Do you know whether the jewellery was in the house or in a safe deposit box?" Dundee asked, excitement sharpening his voice.

"It must have been in the house, because she wore the different pieces any time she pleased," the maid answered. "I didn't ask no questions, and I didn't happen to see her get it or put it away. I didn't ever do much lady's maid work for her, like dressing her and fixing her hair—just kept her clothes and the house in order, and did what little cooking there was to do."

"Her dressing table?" Dundee prodded. "Her desk?"

The maid shook her head. "I was always straightening up the drawers in both her dressing table and her desk, and she didn't keep the jewellery there."

"Captain Strawn, when you searched the dressing table and desk for the gun or anything of importance, did you have any reason to suspect a secret drawer in either of them?"

"No, Bonnie. They're just ordinary factory furniture. I tapped around for a secret drawer, of course, but there wasn't even any place for one," Strawn answered, with an indulgent grin.

"I want to see Penny Crain!" Dundee cried, making for the door.

"Then you'd better come along to the courthouse with me," Sanderson called after him. "I sent her back to the office as soon as the inquest was adjourned."

The two men passed through the now deserted morgue chapel and almost bumped into a middle-aged man, obviously of the labouring class, in spite of his slicked-up Sunday appearance.

"You're the district attorney, ain't you, sir?" he addressed Sanderson in a nervous, halting undertone.

"Yes, come to the inquest to give some information, sir, but it was adjourned so quick I didn't have time."

"Who are you?" Sanderson interrupted impatiently.

"I'm Rawlins, sir. I worked for the poor lady, Mrs. Selim—garden-ing one day a week."

"Come to my office!" Sanderson commanded quickly, as a lingering reporter approached on a run. "No, no! I'm sorry, Harpo," he said hastily, cutting into the reporter's questions. "Nothing new! You may say that the police have thrown out a dragnet—and he grinned at the trite phrase—"for the gunman who killed Mrs. Selim, and will offer a reward for the recovery of the weapon—a Colt's .32 equipped with a Maxim silencer. . . . Come along, George, and I'll explain just what Mrs. Sanderson and I have in mind."

The district attorney and Dundee strode quickly away, and the man, Rawlins, after a moment of indecision, trotted after them.

"I don't understand, sir, and my name ain't George. It's Elmer."

"You don't have to understand anything, except that you're not to answer any question that any reporter asks you," Sanderson retorted.

When the trio entered the reception room of the district attorney's suite in the courthouse, Sanderson paused at Penny Crain's desk.

"Bring in your notebook, Penny. This man has some information he considers important."

A minute later Sanderson had begun to question his voluntary but highly nervous witness.

"Your name?"

"It's Elmer Rawlins, like I told you, sir," the man protested, and slouched as Penny recorded his words in swift shorthand. "It was words as made me come. She said as long as me and her knowned I

didn't do nothing wrong, I'd oughta come forward and tell what I knowned."

"Yes, yes!" Sanderson encouraged him impatiently. "You say you worked for Mrs. Selim as gardener one day a week—"

"Yes, sir, but I tended to her hot water and her garbage, too—twice a day it was I have to go and stoke the little laundry heater that heats the hot water tank in summertime when the steam furnace ain't being used. I live about a mile boyant the Crain place, that is, the house the poor lady was killed in."

"Did you come to stoke the laundry heater Saturday evening?" Dundee interrupted. "Excuse me, sir," he turned to the district attorney, "but this is the first time I've seen this man."

"No, sir, I didn't stoke it Saturday night," Rawlins answered uneasily. "You see, I was comin' up the road to do my chores at half-past six, like I always do, but before I got to the house I seen a lot of policemen's car and motorcycles, and I didn't want to get mixed up in nothing, so I turned around and went home again. I didn't know what was up, but when me and the wife went into Hamilton, the night in our slivers we seen one of the extras and read about how the poor lady was murdered. But that ain't what I was gettin' at, sir."

"Well, what are you getting at?" Sanderson urged.

"Well, the extra said the police had found some footprints under the front-most of them two side windows to Ms. Selim's bedroom, and went on to talk about the rose vines being torn, and straight off I said to the missus, 'Them's my footprints, Minnie!—Minnie's my wife's name—'"

"Your footprints!" Sanderson ejaculated, then shook with silent laughter. "There goes Strawn's case, Bonnie!" But immediately he was serious again, as the import of this new evidence came to him.

"Tell us all about it, Rawlins. . . . When did you make those footprints?"

"Friday sir. That's the day I gardened for Ms. Selim. . . . You see, sir, the poor little lady told me she was kept awake nights when she was a high wind, by the rose vines tapping against the windows. Says she, 'I think they's somebody tryin' to kit into my room, Elmer, and I could see the poor little thing was mighty nervous anyway, so I didn't waste no time. I cut away a lot of the rose vine and burned it when I was burnin' the garbage and papers in the 'incinerator out back.'

"Is that all, Rawlins?" Sanderson asked.

"Bout all that 'mounts to anything," the labourer deprecatively. "But they was somethin' else that struck me as a little funny, when I come to think of it—"

"Well?" Sanderson prodded, as the man halted uncertainly.

"Well, like I told you, it was my job to burn the papers. That scar-faced maid of Ms. Selim's put everything—garbage and trash—in big garbage can outside the back door, and I burnt 'em up. So I was kinder surprised Sat'dy mornin', when I went to stoke up the laundry heater, to find somebody'd been meddlin' with my drafts and had let the fire go clean out. I had to clean out the ashes and build a new fire."

"You're trying to say, I suppose, that you could tell by the ashes that someone had been burning papers in the laundry heater?" Sanderson asked, with a quick glance at Dundee's tense face.

"That's right, sir," Rawlins agreed eagerly. "You know what kind of ashes a mess o' paper leaves—layers of white ashes, sir, that kinder looks like papers yet."

"Yes, I know. . . . And you found layers of white ashes, which you took particular pains to clean out?" Sanderson asked bitterly.

"Yes, sir. So I could build a new fire."

"Did you speak to the maid—ask her if she'd been meddling with your draft?"

"Yes, sir, I did!" the man answered with a trace of belliness.

"She said she didn't open no drawers, claimed the heater was the same as usual when she left Friday night to go to a movie. So I reckin it was the poor lady herself, burnin' up love letters, maybe, or some such truck."

"You're to keep your 'rockin' to yourself, Rawlins," Sanderson cut in emphatically. "Remember, now, you're not to tell anybody else what you've just told me. . . . If that's all, you can go now, and I'm much obliged to you. Leave your address with the young lady here. You'll be needed later, of course."

"Your name?"

"It's Elmer Rawlins, like I told you, sir," the man protested, and slouched as Penny recorded his words in swift shorthand.

"It looks like you're right, Bon-

nie, about that blackmail business.

"Of course! It all fits in with your

BRITISH SHIPS BANNED

EFFECT OF POLISH DECREE.

Warsaw, Dec. 22.

It is probable that the agencies of foreign steamship companies in Poland will have to close if the recent Polish decree compelling Polish emigrants to travel direct from the Polish port of Gdynia or from Danzig to North or South America from January 1 is put into effect.

The decree has been designed to make it impossible for foreign steamship companies to compete, and to assist the port of Gdynia and the Polish State Steamship Company, the Gdynia-American line.

This line owns four steamers formerly sailing under the Russian flag, but owned by Danish capital. These steamers have been sailing in the past without a full complement of passengers.

Foreign shipping lines complain that the Government has always harassed them. Some time ago an emigration syndicate was established in Warsaw under the Ministry of Public Health Foreign steamship lines have been prevented from advertising and their function has been limited to informing intending emigrants of the date of sailing.

The thin end of the wedge came in 1925 when emigrants were forbidden to travel via Cherbourg, a measure designed to increase traffic on the Polish State Railways. The Red Star, White Star, and Cunard lines have between them carried about 30,000 emigrants a year to America.

If the new decree is enforced I understand that this traffic will be transferred entirely to the Gdynia-American line and the Danzig-American line, the only two lines plowing directly between America and Polish ports. The emigrant traffic is 80 per cent. of the passenger traffic between Poland and the American ports.

Other lines which will be affected by the decree are the Anglo-Baltic and the Polish-British steamship companies which both convey dairy produce and emigrants as far as English ports. As emigrants will now be compelled to ship direct the freight for dairy produce will be affected. The Polish Government is itself part owner in the Polish-British steamship company.

Representatives are being made to postpone the enforcement of the decree for a year at least.

It is understood that the British Government has made official representations to the Polish Government at Warsaw with a view to obtaining some modification of the decree on the plea of undue discrimination.

theory that Nita had made up her mind to reform, marry Ralph Hammond, and be a very good girl indeed. . . . All right! You can have Penny in now, I think I know pretty well what you're going to ask her. And I may as well tell you that when Roger Crain skipped town with some securities he was known to possess, he hadn't got them from a safe deposit box, because he didn't have one."

Sanderson pressed a button on the edge of his desk. . . .

Dundee was flushing as he put his question to the district attorney's private secretary:

"Penny, do you know whether there is a concealed safe in the Selim house?"

The girl started, began to shake her head, then checked herself.

"Not that I ever saw, or knew of when Dad and Mother and I lived there, but—"

She hesitated, her cheeks turning scarlet.

"Out with it, Penny!" Sanderson urged, his voice very kind.

"It's just that, if you really think

there's a secret hiding place in the house, I believe I understand something that puzzles me when it happened," Penny confessed, her head high.

"I was at the Country Club one night when the whole crowd is usually there for the dinner and dance. I'd been dancing with Ralph, and when the music stopped we went out on the porch, where several of our crowd were sitting. It was just two or three weeks after my father left town. Lois wouldn't let me drop out of things. . . . Anyway, it was dark and I heard Judge Marshall saying something about the simplest and most ingenious arrangement I ever saw. Of course that's where the rascal kept his securities—. . . . I knew they were talking about Dad, from the way Judge Marshall shut up and changed the subject as soon as he saw me."

"Who was on the porch, Penny?" Dundee asked tensely.

"Roger Drake, and Clive," she answered slowly.

"The others hadn't come out from dancing. . . . Of course I don't know whether or not it was some arrangement in the house—"

"Where are you going, boy?" Sanderson checked Dundee, who was already on his way to the door.

"Well, if it's tucked away in the simplest and most ingenious arrangement, it will stay put for awhile," Sanderson said. "Lydia's due here within half an hour, and you don't want to miss her, do you?"

(To Be Continued.)

CINEMA NOTES.

ENGLAND'S ACTOR IN TEMPLE TOWER.

From a leading position on the

London stage as a Shakespearean actor and musical comedy star to that of an untrained "bit" player in the talkies is something of a drop, but that was Peter Hawthorne's introduction to the speaking screen.

Hawthorne, who plays one of the most important roles in the Fox Movietone thrill melodrama, "Temple Tower," obtained his first stage training in Sir Beerbohm Tree's Royal Academy of Dramatic Art in London, after abandoning a promising career as a medical student. Years of experience as a leading man in Shakespearean and modern plays led him to even greater success in light opera and musical comedy.

Following an appearance in "The Wishing Well," an operetta which he wrote and directed, Hawthorne tried the talkies, but the best part he could find was an obscure bit in "Behind That Curtain" for Fox Movietone.</

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	Hang sang	Sun. 22nd Feb at 7 a.m.
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	Ku me sang	Tues. 3rd Mar at 3 p.m.
	Sui sang	Mon. 9th Mar at 3 p.m.
	Sui sang	Wed. 18th Feb at 7 a.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Hosang	Tues. 3rd Mar at 7 a.m.
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DEFEAT OF THE BAND LED BY LI MING-SHUI.

Canton, Feb. 6.

Colonel Teng Fel, of the 3rd Independent Regiment attached to the 8th Route Army, has telegraphically confirmed the report of his troops coming into contact with the Communist-bandits under Li Ming-shui last Wednesday, on the Kwangtung-Hunan border.

The wire says that 4,000 Reds who had surrounded Linshui for several days withdrew on the 2nd. to Ngam Chien Hu, on the southern Hunan border, upon learning of the arrival of Government troops, who succeeded in following them up on the 3rd. Under pressure, the bandits were compelled to yield ground and retreat to Yenkov and Mu-fah-hu, where they attempted to make a stand.

The troops launched a fierce attack on the outlaws, who offered stubborn resistance. Many charges were made by the regulars, and after a five hour battle, several hundred bandits, including one bandit colonel and two majors, were killed. In addition, a machine-gun, two field pieces and hundreds of rifles were captured by the Government troops, who however, suffered 100 casualties, in view of the severe engagement.

This is regarded as a final blow to the Communist-bandits under Li Ming-shui, the majority of whom were rounded up, the rest having individually dispersed to the neighbouring villages, concludes the wire. —Canton News Agency.

GANDHI WORRIED.

DOUBTS IF FREEDOM HAS FOLLOWED CONFERENCE.

London, Feb. 6.

The *News Chronicle* publishes a telegram from Gandhi at Allahabad in which he declares—

"I am unable to pronounce a final opinion on the Round Table Conference, but what worries me is the look of things here. If the conference really offered freedom to India, the reaction should have been felt here. On the contrary however, I find that the black repression continues unabated."

"Unprovoked assaults on innocent citizens still continue, and respectable people are being summarily, and without apparent reason, deprived of their immovable and movable property by mere executive action. A procession of women was forcibly dispersed and they were seized by the hair and kicked with boots."

"A continuance of such repression would make the Congress co-operation impossible, even if other difficulties were overcome." —Reuter.

Statement By Delegates.

Bombay, Feb. 6.

A statement signed by 26 Indian States and British Indian delegates to the Round Table Conference, who arrived to-day, says that Sir Tej Sapru, Mr. Jayakar and Mr. Sastry will see Gandhi as early as possible.

It hopes that Congress leaders and others will make a solid contribution to completion of the present skeleton scheme. —Reuter.

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CONGRATULATIONS TO VICE-CHANCELLOR.

UNIVERSITY HONOURS SIR WILLIAM HORNELL.

Canton, Feb. 6.

There was a large and happy gathering in the Great Hall of the University yesterday afternoon, when a tea party was given by the University Union in honour of the Vice-Chancellor, Sir William Hornell, in connexion with the Knighthood bestowed upon him by His Majesty, the King. Those present included His Excellency, Major General J. W. Sandilands, who was accompanied by Capt. Cameron.

During the course of the party, selections were rendered by the band of St. Louis Industrial School, the programme including Quick Marches, waltzes, a Symphony and Mazurka.

Mr. Chung Hok-nang, President of the Union, said that it was his privilege to speak on behalf of the Undergraduates of the University and offer their hearty congratulations to the Vice-Chancellor for the honour which had been conferred upon him. —(Applause). He continued that he had the greatest pleasure in doing so as the conferment had given the greatest satisfaction to students of the University. —(Applause). Great Satisfaction.

Mr. Chung went on to say that it had also given great satisfaction to those who were interested in the University. Sir William Hornell's success had greatly reflected upon the name of Hongkong University. —(Applause). He could assure Sir William that the students had rejoiced over the matter even more than they had rejoiced over his success, three months ago, in obtaining a share of the Boxer Indemnity Fund, although, unfortunately, that money would not be available for some time.

In conclusion, Mr. Chung wished the Vice-Chancellor every honour and success in the future. —(Applause).

In reply, Sir William Hornell thanked them for the party and for the hearty welcome they had given him. He added he was glad that they regarded his Knighthood as an honour to the University also, because that was the way in which he liked to look at it, although he had been so busy since it was conferred that he had not had time to feel what it was like to be a Knight. —(Applause). Played the Game.

He went on to say he hoped before many months had passed that they would receive the cheque from His Majesty's Treasury—money which they badly needed. He hoped that they would make good use of it when they received it. He expressed thanks to the students of the University for the splendid way in which, through all the difficulties of the last six years, they had played the game. —(Applause).

In conclusion, he said that he had found a copy of an old prayer, which was discovered some time ago at Chester Cathedral, England. He would read it to them as his message for the afternoon, because it conveyed what he wished for all of them, from the Vice-Chancellor to the newest Freshman. It was as follows:

Give me a good digestion, Lord.
And also something to digest.
Give me a healthy body, Lord.
And sense to keep it at its best.
Give me a healthy mind, good Lord.
To keep the good and pure in sight,
Which seeing sin is not appalled.
But finds a way to set it right.
Give me a mind that is not tor

ed,

That does not whimper, whine or sigh.

Don't let me worry overmuch.

About the fussy thing called I.

Give me a sense of humour,

Lord,

Give me the grace to see a joke,

To get some happiness from life

And pass it on to other folk.

H.K. AND S. BANK.

A PROFIT OF NEARLY \$21,000,000.

A profit for the year of nearly \$21,000,000. is revealed in the Report of the Directors of the Hongkong and Shanghai Banking Corporation, which is to be submitted to shareholders at the annual meeting to be held on February 23.

The Report states:

The net profits for the year, together with \$3,387,477.76, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts and contingencies, amount to \$24,114,208.68.

The Directors recommend the transfer of \$500,000 from the Profit and Loss Account to the Silver Reserve, which will then stand at \$10,000,000.

They also recommend writing off Bank Premises Account the sum of \$1,000,000.

After making these transfers, deducting the Interim Dividend of £3 per share, paid on 11th August last, viz.: £480,000 @ 1/3 1/2 = £7,432,258.06, and remuneration to Directors, there remains for appropriation \$16,131,050.62, out of which the Directors recommend the payment of a Final Dividend of £3 per share, viz., £480,000 and a Bonus of £1 per share, viz., £160,000, amounting in all to £640,000 which, at 1/16, the rate of the day, will absorb \$11,702.574.

The Balance \$3,429,093.38 to be carried to New Profit and Loss Account.

The Sterling equivalents of the Assets and Liabilities are shown at 1/16, the rate ruling on the last day of the year.

Directors.—The Hon. Mr. C.G.S. Mackie has been elected Chairman for the year 1931, and the Hon. Mr. J. J. Paterson has been elected Deputy Chairman.

During the year Mr. R. D. F. Beith and Mr. W. L. Pattenden resigned their seats on leaving the Colony and the Hon. Mr. J. J. Paterson and Mr. G. Miskin were invited to join the Board.

These appointments require confirmation at this Meeting.

Mr. J. A. Plummer, Mr. B. Lander Lewis and Mr. T. E. Pearce retire in rotation, but being eligible for re-election, offer themselves accordingly.

Auditors.—The Accounts have been audited by Mr. C. Bernard Brown, A.C.A. and Mr. John Fleming, C.M.A., who offer themselves for re-election.

In conclusion, he said that he had found a copy of an old prayer, which was discovered some time ago at Chester Cathedral, England. He would read it to them as his message for the afternoon, because it conveyed what he wished for all of them, from the Vice-Chancellor to the newest Freshman. It was as follows:

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About the fussy thing called I.

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Lord,

Give me the grace to see a joke,

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Kobe	Mar. 10	Mar. 21	Mar. 24	Mar. 26	Apr. 4	
Tokushima	Mar. 10	Mar. 21	Mar. 24	Mar. 26	Apr. 4	
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Arrive	Mar. 10	Mar. 21	Mar. 24	Mar. 26	Apr. 4	

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Optimal cargo will not be landed here, unless notice has been given prior to steamer's arrival and carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

All claims must be sent to the undersigned before the 12th February, 1931, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignee, and the Company's Surveyor Messrs. Goddard and Douglas at 10.00 a.m. on Monday, the 9th February, 1931.

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Hongkong, 3rd February, 1931.

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ANDRE LEBOU... 26th May.

ATHOS II... 17th Feb.
D'ARTAGNAN... 3rd Mar.
ANGERS... 17th Mar.
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JAPANESE DIET IN UPROAR.

SLIP OF TONGUE CAUSE OF PANDEMOMIUM.

Tokyo, Feb. 6. Pandemonium has reigned in the Diet during the last few days as a result of a slip of the tongue on the part of Baron Shidehara. During interpellations at the Budget Committee meeting on Tuesday evening, the Foreign Minister asserted that the fact that the London Naval Treaty was ratified was clear evidence that it will not endanger national defence as had been implied.

The Selyukai regard the reply as an attempt to place the responsibility on the shoulders of the Emperor and accuse Baron Shidehara of *lèse majesté*. They demand a retraction and apology and even the resignation of the whole cabinet.

The Selyukai continue to press their demands which last night necessitated the presence of the police in the Committee Room for the protection of Baron Shidehara's person. The presence of the policemen added fuel to the fire and the Selyukai formally protested against it.

While the papers criticise the slip of the tongue and urge Baron Shidehara to retract, they strongly condemn the Selyukai's attempt to make political capital out of the incident, and condemn the disgraceful scenes which the Selyukai precipitated.

Meanwhile, the proletarians have issued a manifesto demanding that the masses strive to replace the present parties "with parties which have the true interests of the people at heart."

ARMED MEN INTRODUCED.

Tokyo, Inter. Following the riotous scenes of the past few days in the Diet, as a result of the indiscreet remark by Baron Shidehara, an unidentified man, brandishing a dagger, burst into the gallery of the Diet building, where a number of Minseito supporters were sitting, and wounded several, including two Diet members who were injured in the general scuffle that ensued.

Owing to threats of personal violence against Baron Shidehara since his slip of the tongue, six jujitsu experts have been engaged as his bodyguard.

A FREE-FOR-ALL.

Later. Owing to general confusion in the Diet, various versions of the dagger incident are circulating, and it is uncertain what precipitated the trouble. Apparently a mêlée took place in the corridor, not the gallery, during a meeting of the Budget committee. Someone broke a window, the glass falling upon members inside the committee room, and on members and others thronging the corridor pandemonium followed, inkpots, spittoons and other missiles being freely hurled.

A dozen people were injured, including two Diet members. One non-member was seriously wounded with a dagger through the hand.—Reuter.

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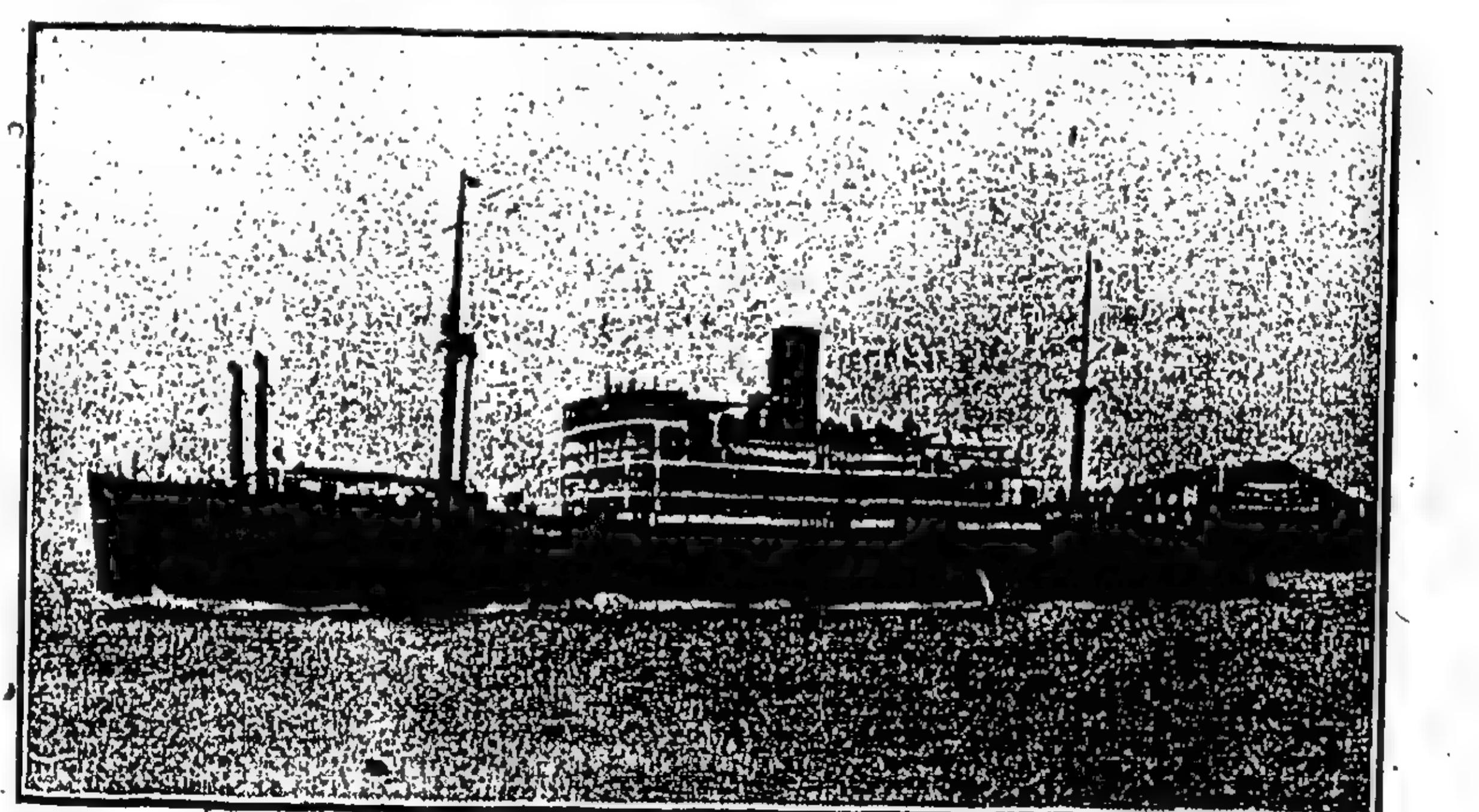
London, Feb. 6. A £17,000,000 India loan is being underwritten at 5½ per cent. at 37, redeemable between 1936 and 1938.—Reuter.

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R. M. DYER, B. Sc., M.I.N.A. Kowloon Dock, Hongkong.

CONSIGNEES' NOTICE.

OCEAN STEAM SHIP CO., LTD.
and
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees for Company's Vessel,

"CHENONCEAUX"

Arrived Hongkong on Tuesday,

the 3rd February, 1931.

From MARSEILLES, &c.

Consignees of Cargo by the above

named steamer are hereby informed

that their goods with the exception of

Opium, Treasure and Valuables, are

being landed and placed at their

risk in the Godowns of the Hongkong

Kowloon wharf and godown Co., Ltd.

Kowloon, whence delivery can be

obtained as the goods are landed.

Goods not cleared within 7 days

including date of arrival, will be

subject to rent.

All claims must be sent to the

undersigned before the 12th February, 1931, or they will not be recognized.

Damaged Packages must be left in

the Godowns for examination by the

consignee, and the Company's Surveyor

Messrs. Goddard and Douglas

at 10.00 a.m. on Monday, the 9th

February, 1931.

No claims will be admitted after

the goods have left the Godowns.

No fire insurance will be effected by

us in any case whatever.

R. OHL, Agent.

Hongkong, 3rd February, 1931.

CONSIGNEES' NOTICE.

SERVICE CONTRACTUEL DES
MESSAGEURS MARITIMES.

The Steamship,

"CHENONCEAUX"

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CENTRAL THEATRE

TO-DAY to MONDAY

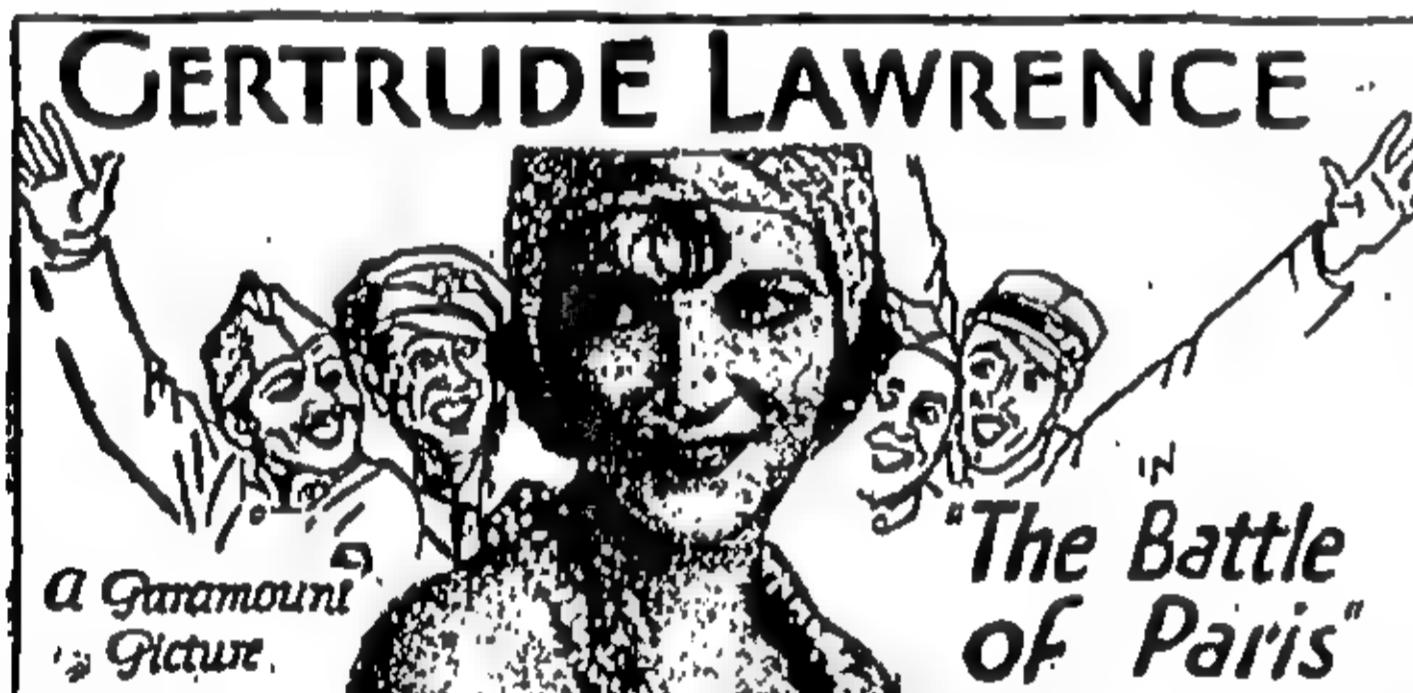
Daily at 2.30, 5.10, 7.15 & 9.20 p.m.

Roger's Greatest Romance All-Talking!



Adventure! Youth! Love! In the Colourful, Gallant South! With Two Charming Screen Sweethearts and a Powerful Cast of Well-known Players. Roger's Greatest Love Role! From the Famous Booth Tarkington Novel "Magnolia"!

NEXT CHANCE



Booking at Anderson's & The Theatre. Tel. 25720

MAJESTIC THEATRE

Nathan Road, Kowloon.

TO-DAY ONLY FLORENZ ZIEGFELDS

"Glorifying American
Girl"

with Mary Eaton

and a Galaxy of Broadway's
famous Stars. A gorgeous
and music extravaganza—
revue romance.

NEW SHIPS

THE JAVA CHINA LINE'S
TJISADANE.

On December 20th the motor passenger and cargo vessel *Tjisadane*, built for the Java-China-Japan Line by the Netherland Shipbuilding Co. (N. V. Nederlandsche Scheepsbouw-Maatschappij) was launched.

The principal dimensions are—length 458 ft. 4 in., breadth 62 ft., depth 38 ft. 6 in., draft 20 ft., displacement 16,150 tons. By six bulkheads the ship is divided into seven compartments, and the double bottom running the whole length of the ship is arranged for carrying water ballast.

Accommodation has been arranged for 40 passengers first-class, 42 passengers second-class, and 90 passengers third-class.

The propelling machinery consists of a Werkspoor diesel engine of 5,400 h.p. which will give the ship a speed of 18½ knots.

ECONOMIC MISSION

SIR ERNEST THOMPSON PAYS
OFFICIAL VISITS.

Having recovered from indisposition, Sir Ernest Thompson, Chairman of the British Economic Mission to the Far East, accompanied by the Principal Secretary (Mr. T. S. Quintin Hill) paid an official visit yesterday morning to the Chairman of the Hongkong General Chamber of Commerce and China Association—Hongkong Branch—(the Hon. Mr. C. Gordon Mackie).

Subsequently Sir Ernest Thompson and Mr. Hill visited the Chairman of the Chinese Chamber of Commerce, Mr. Li Yick-mui, who was accompanied by the Vice-Chairman (Mr. Chau Yue-tung) and the Secretary (Mr. Chau Heung Pak).

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria, Hongkong.

FANLING RACES TO-MORROW.

LADIES' EVENT ONE OF
THE FEATURES.

(By "Ringtail.")

Although the weather is a little cloudy at the moment, some enjoyable sport should be seen at Fanling to-morrow, and a big crowd is sure to turn up to this popular venue.

Fields may be on the small side in some of the events, but this will be compensated for by the quality of the new entrants. The course could not possibly be in better condition, this being, due to the light rains which have fallen during the last week.

A ladies' race will figure as one of the tit-bits of the meeting, and a very exciting finish should be seen, when some of our lady champions will be out to see who is the premier rider.

Mr. Stanton's Christmas Frolic should bring his master home in the hurdle race, as he is a firm jumper and can stay well.

My selections are:

1st Race.

Fanling Stay.

Fernleaf.

Duke of Nieglung.

2nd Race.

San Francisco.

As You Like It.

Blue Boy.

3rd Race.

Christmas Frolic.

Young Pretender.

Sergeant Murphy.

4th Race.

Sunning.

Done Again.

Hartford.

5th Race.

Chemal.

Country Club.

Big Ching.

6th Race.

Christmas Belle.

Marquis Hall.

Diana.

PERSIAN WITHOUT PASSPORT.

TO BE EXPELLED FROM COLONY.

Sheriff Ahmed, described as a Persian, but who addressed the Court in Russian, appeared before Mr. Williams at the Central Police Court this morning on a charge of failing to have a valid passport.

Detective Sergeant Whant informed his Worship that the defendant possessed a Chinese passport issued by the Chinese authorities for one year, but it had expired.

In reply to his Worship, the defendant remarked that he did not have enough money to renew his passport.

It was stated by the police officer that the accused had come from Canton and was arrested at the Tokyo Hotel.

On the prosecution asking for a heavy penalty, his Worship sentenced the defendant to three months' hard labour, to be followed by expulsion from the Colony.

BANK RETURNS.

NOTE & SPECIE FIGURES FOR JANUARY

The return of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st January, 1931, as certified by the Managers of the respective Banks are:

Bank	Average Amount in Circula- tion	Specie in Reser- ve
Chartered Bank	21,300,414	80,000,000
Hongkong Bank	112,303,442	80,000,000
Mercantile Hill	5,485,204	1,350,000
Total	137,130,149	89,350,000

In addition, Securities deposited with the Crown Agents valued at £1,251,100, in addition Securities deposited with the Crown Agents and Straits Government valued at £1,000,000.

Other reasons were the selling broker who served successfully two masters, and the antediluvian methods of marketing tin in England.—Reuter.

PRINCES FLY OVER THE
PANAMA CANAL.

TENDERS ACCEPTED.

LATEST GOVERNMENT NOTIFICATIONS.

The Gazette notifies that the Government has accepted the following tender:

Motor spirit, P.W.D.—A.P.C. (for six months).

Clothing, H.K.V.D.C.—Suey Fung.

Boots, H.K.V.D.C.—Fook Sing.

Construction of vehicles ferry berthing, Kowloon.—Woo Hing.

Improving existing main roads for motor traffic, Kowloon.—Young Fat & Co.

Supply of prisoner provisions.—Hup Kee.

Cleaning Typewriters.—Ramsey & Co.

FINANCE CRISIS IN AUSTRALIA.

CONFERENCE PRACTICALLY ENDS IN FIASCO.

SCORN OF EXPERTS.

Canberra, Feb. 6. Australia's finances are in a precarious state and a conference called to-day for the purpose of tackling the problem ended, more or less, in fiasco.

Mr. Scullin, the Federal Prime Minister, painted an extremely gloomy picture of the state of the country's finances in the inaugural speech at the "gathering," which was a conference of Federal State Ministers, who assembled with the object of considering a three-year's plan for rehabilitation.

Mr. Scullin said that some experts estimated that the total fall in the national income was at least £100,000,000. It was, therefore, essential to form a plan to deal with the short-term overseas debt which would be £55,000,000 at the end of February.

This sum, he added, was exclusive of the annual liability overseas of £34,000,000 in interest, which, owing to the unfavourable exchange, had been augmented by £10,000,000.

The Conference broke down before lunch.

Mr. Scullin refused to allow the expert officials committee to submit recommendations as he objected to their dictating Government policy. Mr. Scullin further said that no plan should include wage cuts.

The Premier of New South Wales, Mr. Lang, went further and said that he intended to raise wages.

The net result is that the Conference is without a plan and there is no chance of the Ministers agreeing upon one.—Reuter.

THE EXPERT PLAN.

The report of the experts committee warns the various governments that the position is becoming increasingly serious and declares that the reality of public and private adversity must be faced.

The committee estimate that the deficit of all Australian Government's next year will be £25,000,000 unless remedial action is taken.

The experts point out that Australian stocks are now at a lower price in London than the stocks of South American republics.—Reuter.

PLIGHT OF THE TEA INDUSTRY.

PLAIN TALKING AT LONDON MEETING.

London, Feb. 6. Presiding at the annual meeting of tea-buying brokers, Mr. J. J. Bunting expressed the opinion that the tea industry to-day was nearer to ruin than at any time in its history.

The causes included the folly of over-producing and lack of vision on the part of Growers' Associations with regard to their dealings with Russia eighteen months ago, when some 40,000,000 to 60,000,000 lbs. of tea might have been taken off the London market.

Other reasons were the selling broker who served successfully two masters, and the antediluvian methods of marketing tea in England.—Reuter.

FIRST ROYALTY TO MAKE THE FLIGHT.

London, Feb. 6. The Prince of Wales and Prince George aboard the liner *Orion* arrived at Cristobal, Panama, this morning.

The Prince motored to Francefield, on the Atlantic side of the Canal Zone, and flew to Patillasfield on the Pacific Side, being the first Royalty to fly over the Canal.

The Prince called on the President of Panama and the Commanding General and Governor of the Canal Zone, and afterwards lunched with the British Minister.

After passing through the Canal, the liner will make for Salara on the north coast of Peru.—British Wireless.

DRIZZLE OR MIST.

The local weather forecast to-morrow is:—N.E. winds, strong; generally overcast; some drizzle or mist.

MR. BALDWIN'S LOVE OF RURAL BEAUTY.

HARESFIELD BEACON FOR THE NATION.

Mr. Baldwin, on behalf of the National Trust, on a recent Saturday attended the dedication for the use of the public of Haresfield Beacon, a spur of the Cotswold Hills, near Gloucester, once a Roman watch station.

The ceremony of handing over the title deeds to Mr. Baldwin was performed by Lord Dickenson of Painshill.

In accepting them, Mr. Baldwin spoke of his great love for "the unequalled, unexampled, and unparalleled beauty of the English countryside."

"We have become largely an urban folk," he continued, "but there lies deep in the hearts, even of those who have toiled in our cities for two and three generations, an ineradicable love for country things and country beauty. To them the country represents eternal values and traditions from which we must never allow ourselves to be separated."

"We have to protect the countryside until such time as the education of our people has taught all to love the country in their hearts and soul. Modern transport has enabled all kinds of goods to be taken out of the district where they are produced and transferred into other portions of England. Our countryside owes its beauty to the fact that in the old days people were only able to build their houses, farms, and cottages of materials which belonged to the district, and which harmonised with the landscape until it made that perfect, complete and unified whole which we love so much in all parts of the country."

"If a man wanted to build in the Cotswolds he used Cotswold stone. You can never see those abominations of red tile or Welsh slate. It is not a question of age that makes buildings harmonious with the landscape. It is a question of using the materials that look at home and not alien. It is because it cultivates that eye for beauty, that sense of rest and peace, that we rejoice that a place like this will be preserved 'for ever.'

MR. HOOVER HITS BACK

Senate Demand Refused.

Washington, Jan. 11. President Hoover showed once again over the week-end that he is prepared to fight back, vigorously whenever challenged by the Senate. Yesterday he met the Senate's attempt to force the dismissal of three recently appointed Power Commissioners with a blunt refusal to return their nominations.

"I am advised," the President declared, "that these appointments were constitutionally made and that reconsideration by the Senate would be ineffective to disturb the appointees in their offices. I cannot admit the power of the Senate to encroach upon executive functions."

The only way in which Congress could be by impeachment proceedings.

The Federal Power Commission was established in 1920 to supervise hydroelectric power plants and was originally formed of three members of the Cabinet who were unable to devote sufficient time to the work. Mr. Hoover decided to create an independent commission of five members whose nominations were approved by the Senate before the Christmas recess.

The first act of the new Commission was to dismiss three subordinates who had failed to work harmoniously together. Two of these were in sympathy with the views of Senators belonging to the insurgent Republican-Democratic group, who, after protracted debate, secured a 44 to 37 majority for demanding the recall of the nominations of the commissioners responsible for the dismissals.

The President denounced attempts which had been made during the Senate debate to make him appear as the tool of the so-called Power Trust, whose sinister influence upon the Government will be heard of with increasing frequency as the 1932 election campaign draws near.

After receiving the President's message the Senate decided, by a 36 to 23 vote, to reconsider nominations.

The health bulletin for Eastern ports, covering the week ending January 31, reports:—Plague: Bagdad, 3 cases, (2 deaths); Bassorah, one case; Colombo, 1 (1); Bangkok 4 (8); Phnom Penh, 2 (2); Cholera: Calcutta, 24 (19); Madras, seven deaths; Nagapattinam, one death; Pidilicherry, 8 (3); Iloilo, 2 (2); Bangkok, 1 case; Phnom Penh, 2 (2); Small-pox:—Bombay, 2 (1); Calcutta, 40 (29); Madras, 8 cases; Karachi, 2 (1); Madras, 3 cases; Penang, 2 (1); Shanghai, 10 (1); Greater Shanghai, 6 (1).

AMUSEMENTS

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 7th FEBRUARY, 1931.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.

HONGKONG MOTOR ACCESSORY COMPANY

specialised in all kinds of
ACCESSORIES
and
SPARE PARTS

Electric horns Body polish
Brakelinings Hand jacks
Lamp bulbs Foot pumps
Tire patches Wrenches
etc., etc., etc., etc.

"GORMAN"
and
"LUCAS"

Storage batteries
suitable for all motorcars, cycles
and radios.

ALL AT ATTRACTIVE PRICES
Call and inspect,
Bank of Canton Bldg. Tel. 20577.

JOIN



THE HONGKONG AUTOMOBILE
ASSOCIATION

A Few Advantages:—
10% Off Motor Car Insurance
Free Legal Advice
Reliable Drivers Supplied
Free Mechanical Advice
Reduced harbour transport Charges
Associate Membership of the
R. A. C. and A. A. London.

B. D. EVANS
Hon. Secretary.

C/o "Hongkong Telegraph"

NOTICE TO ADVERTISERS

All advertising to be
inserted in this Motor
Supplement, must be
delivered not later
than 2 p.m. on the
Wednesday of the
week of publication.

NEW DESIGNS.

Buick's Bold Step.

When entirely new designs are adopted by the average motor manufacturer, the changeover from the old to the new is almost invariably gradual. The new is generally at first offered for sale as an additional model to those with which the firm has made good its reputation and time allowed for the gradual disappearance of the latter from the catalogue as a measure of precaution. The new car may not be a success, either mechanically or financially, and the policy of transferring all the eggs simultaneously to one basket is never absolutely safe.

The makers of the Buick have taken the bold step of dropping all the six-cylinder models which have for so long been familiar to

CURRENT COMMENT

An Unusual Request.

We understand that the Inspector-General of Police has invited the Automobile Association and the Chambers of Commerce to bear the cost of the traffic beacon near the Hongkong Cricket Club Ground, a matter of some £70 or so. We cannot quite appreciate the reason for such a request, neither can we see why the organisations concerned should be approached in the matter. Surely it is up to the Government to provide such modern necessities at its own cost without having to recourse to the issuing of appeals for free appliances. We can imagine some manufacturers of signals and beacons being quite willing to quote a specially low price, or even donate a few free samples in the interest of future trade, but we cannot agree that the Authorities should ask various sections of the community to bear the cost of modern improvements and safety devices. There is no telling where this sort of thing might not stop. After all, motorists pay taxes which are supposed to cover such expenditure.

Learners' Area.

A contemporary appears to be under the mistaken impression that Happy Valley is still used as a "learning area" for people taking up motor driving. This was stopped many months ago, the district where lessons may be taken being in the vicinity of Sookinpoo, Victoria Rd., Caroline Hill Rd., and Kotewall Rd. After a learner's licence has been in force for some time, permission is granted to drive anywhere between the hours of 6 a.m. and 9 a.m., and in the evenings from 7 p.m. to 10 p.m.

Lower Albert Road.

The work of raising the channels along the Lower Albert Road, from the Dairy Farm Corner to just beyond the junction with Upper Albert Road, is practically completed at the time of writing these notes, and an excellent job has been made of it. Previously, the filling camber to the channels was a real source of danger, and a number of mishaps were probably due to it, especially in wet weather. The work has been carried out with the minimum of delay, and traffic has been able to use the road during the time the work has been in progress.

Dairy Farm Corner.

The corner at the Dairy Farm is not only difficult to negotiate, but definitely dangerous, and it would be a good idea to take in a piece of the land on which the Bishop's House is built. A few feet off the bank, which is of little use as a garden, would effect improvement, and we imagine that the owners of property would be only too willing to co-operate with the Government in the matter. The land is of little value, that is to say, the handing over of the site required, would scarcely affect the value of the site, and those who made it possible, would be doing a most commendable public service, probably saving serious or fatal accidents in the future. We earnestly hope that this suggestion will be adopted. Similarly, a few feet taken from the foot of Government House Grounds at the junction of Lower and Upper Albert Roads, would effect another much needed improvement.

British owners and substituting lights, and if one can judge from the showing on the road of the cheapest of the whole series their courage is likely to be rewarded. "I cannot recall," writes a critic, "any instance so striking of general all-round improvement over previous design as is to be found in this new Buick. It is absolutely different car from its predecessors, with a different character and different performance."—The Observer.

TROLLEY BUSES.

No Trams in England
in 10 Years.

EXPERT'S VIEW.

Mr. R. H. Wilkinson, General Manager of the Bradford Tramways, has predicted that there will be no more trams in England in ten years. There are no trams in Wolverhampton, but there is a system of trackless trolley omnibuses in the town.

Twenty-five years ago the Wolverhampton Corporation Tramways ran a motor omnibus, and in placing into service the first pneumatic tyred six-wheeled trolley omnibus in the world, the town maintained its reputation for transport enterprise. The Transport Committee to-day operates the largest fleet of trolley buses in England, and the Mayor of Wolverhampton—Councillor Allan Davies, who is Chairman of the Transport Committee—says that Municipalities throughout the country and indeed throughout the world who are thinking of replacing their tramways have sent delegations to Wolverhampton to examine and report on the new type of Guy trolley bus which is standardised in Wolverhampton.

The Mayor says, "The operating costs of trolley omnibuses are less than those of petrol omnibuses. Last year's (1929) accounts show a reduction of 2d. a mile in favour of the trackless trolley. During the first complete year since the inauguration of trolley buses the trolley vehicles carried 23,176,998 passengers, and the omnibuses 16,522,399, the gross profit on trolley vehicles being £76,271, and on omnibuses £26,236, a total of £101,508, which is a good return on the outstanding capital account of £56,000."

Mr. Owen Silvers, General Manager and Engineer, says, "It was found that we could scrap the tramway track and pay a substantial amount towards the reconstruction of the road and institute a system of trolley buses for about half the cost of laying a double tramway track.

VIBRATION FATAL.

Do Not Neglect Undue
Shaking.

REPAIR COSTS.

Automotive engineers have spent years in their efforts to reduce vibration to a minimum and in this respect, the cars of to-day, are as different from the cars of a few years ago as a farm wagon is from a pullman car.

The motorist who carefully seeks out the cause of vibration and remedies it immediately will save himself a lot of repair bills later on," states Mr. F. A. Hill of Duro Garage, Fisk Tire Dealer. "Wheels out of alignment" are a common cause of vibration and unless adjusted by an expert in regard to "camber," "caster" and "toe-in," will be apt to lead to the need of new king bolts, the bolts and spring shackles to say nothing of the damage that will be done to the tyres."

"In the well balanced smooth running motors of to-day, seemingly insignificant things can contribute to vibration," continued Mr. F. A. Hill. "Sometimes the bolts holding the engine-clutch-transmission units to the frame become loosened, or the fan may become out of balance due to the bending of one of the blades. Gas leakage may give one cylinder weaker impulses than others. A bent driving shaft, loose top and many other things cause vibration and for best service from your car and from your tyres all causes of vibration should be checked early and corrected as soon as possible."

ROYAL COMMISSION ON TRANSPORT.

Tramways Out of Date.

MOTOR TAXES FOR THE RATES.

Far-reaching recommendations for the national co-ordination of all forms of transport are included in the final report of the Royal Commission on Transport. They include:

Rationalisation of road transport.
Methods to secure increased use of railways for freight traffic to prevent unfair competition by road vehicles.

Cheaper freightage rates.
Trackless trolley-cars or omnibuses in the suburbs of London in substitution for tramways with lines which are out-of-date.

Among the Commission's recommendations are:

That a special system of licensing should be instituted for all long distance road haulage vehicles;

That the four railway groups should co-operate more closely in providing a better service without duplication or undue delay when passengers or goods change from one line to another;

That the railway companies should work more closely with road, canal, and sea transport, and that these services should be co-ordinated in every way possible;

That in the provinces and the suburbs of London trackless tramway-cars or omnibuses should, where possible, be substituted for the old-fashioned tramways with lines;

That more use should be made of the canal system, and that special consideration should be given to the needs of the farmer for marketing his goods quickly and at an economical rate.

The report is signed by all the members of the Commission, presided over by Sir Arthur Griffith-Boscawen, as were the two former reports, most of the recommendations of which have been included in the Roads Traffic Act.

Motor Taxation.

An important recommendation is foreshadowed with regard to motor taxation. The commission is satisfied that motorists are paying their fair share towards the £60,000,000 a year which the roads of the country cost. It is understood, however, that it is critical of the diversion of a third of the money to the national exchequer, and favours the whole of the sum paid by motorists going to the relief of ratepayers for the maintenance of the roads.

On the subject of canals, the commission regards a certain number as still useful and necessary, and recommends that they should be amalgamated and put under a public trust analogous to the Port of London Authority.

In connexion with the co-ordination of the means of transport, it is understood that there will be published with the report suggestions by three of the members—Sir Robert Donald and the Labour representatives, Mr. F. W. Galton and Mr. William Leach, M.P.

They propose the creation of a public transport trust on the lines of the National Electricity Board. This trust would have power to buy up every description of transport—railways, omnibuses, tramways, canals, and so on—and manage them for the public, paying fixed interest on the capital involved but not making any other definite profit.

FILL 'ER UP!



1931 HARLEYS

Another Shipment 1931
Harley-Davidson Combinations.

DUE FEBRUARY 13th.
Per the "President Polk."

SEE THE NEW MODELS EARLY.

The Gascon Motor Co.
2, KWONG WAH ROAD.
KOWLOON.
Tel. 56242

MOTOR UNION INSURANCE CO. LTD.

Incorporated in England
(Under the auspices of the Automobile Association)

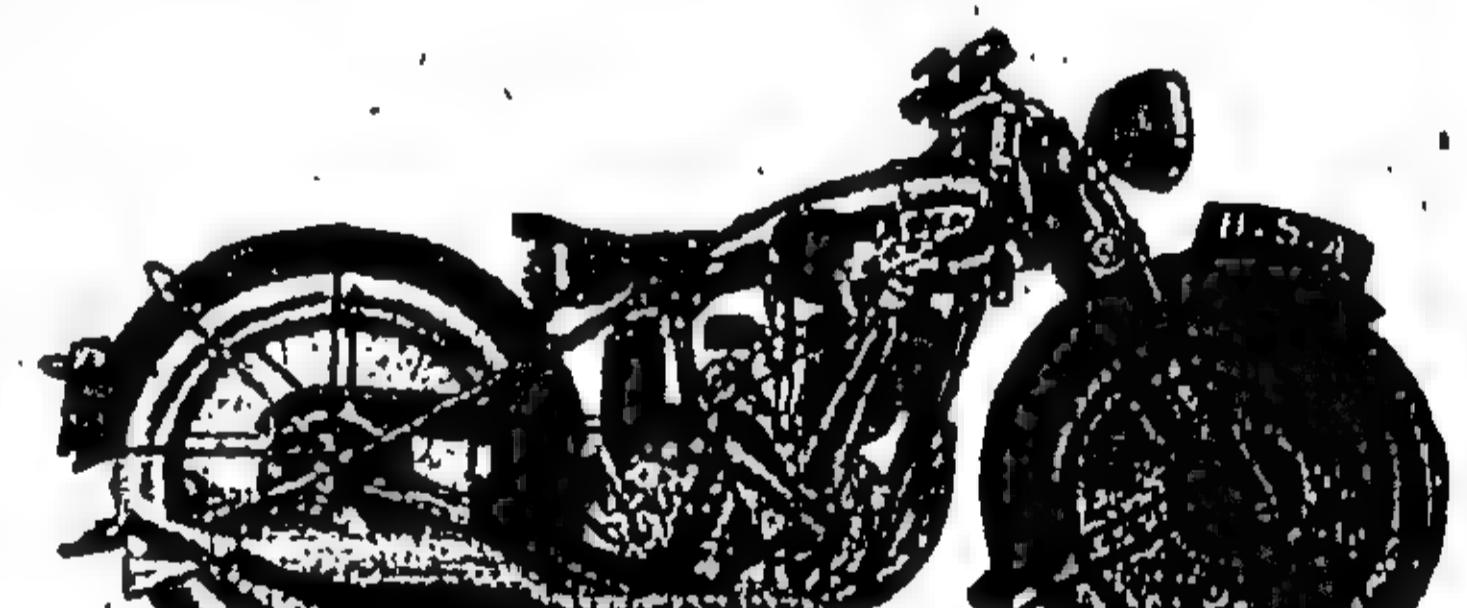
GRANTS SPECIAL PRIVILEGES TO MEMBERS OF THE H.K.A.A.

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THE UNION TRADING CO., LTD.,
York Building, Phone 27738.

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1931

B. S. A.



Greater Motor Cycle Value
than you have ever had



ADDITIONAL OUTSTANDING FEATURES:
Instrumental Panel (as illustrated, above); Two-Level Petrol Tap; Oil Pressure Gauge, etc.

FOR POWER, SPEED, SILENCE, SAFETY,
ECONOMY AND RELIABILITY.

Choose a B. S. A.

THE SINCERE CO., LTD.
SOLE AGENTS.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

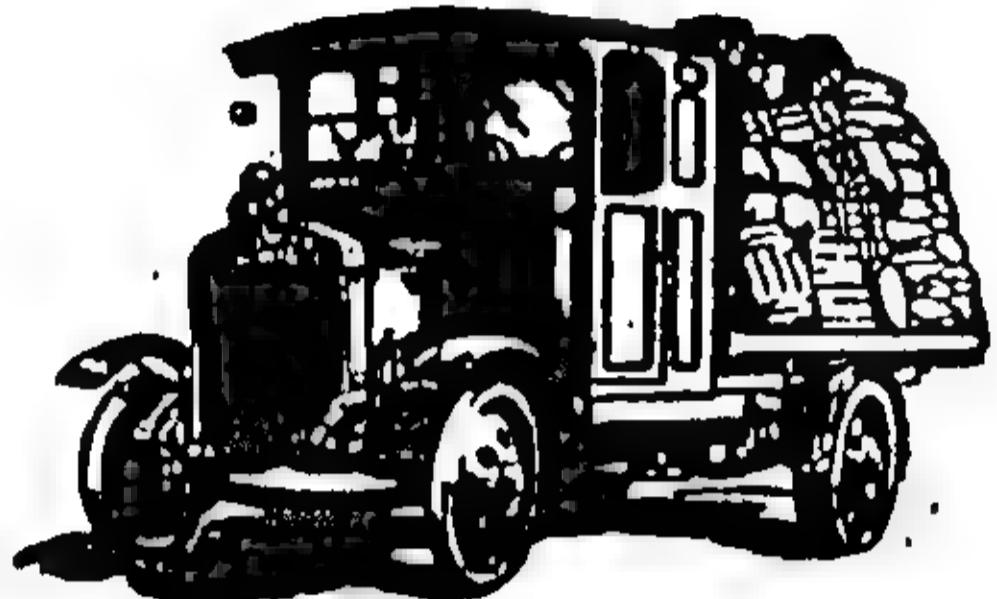
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THORNYCROFT

SIX-CYLINDERED

COACHES & OMNIBUSES
MOTOR VEHICLES

Pioneer Manufacturers of Commercial Motor Vehicles



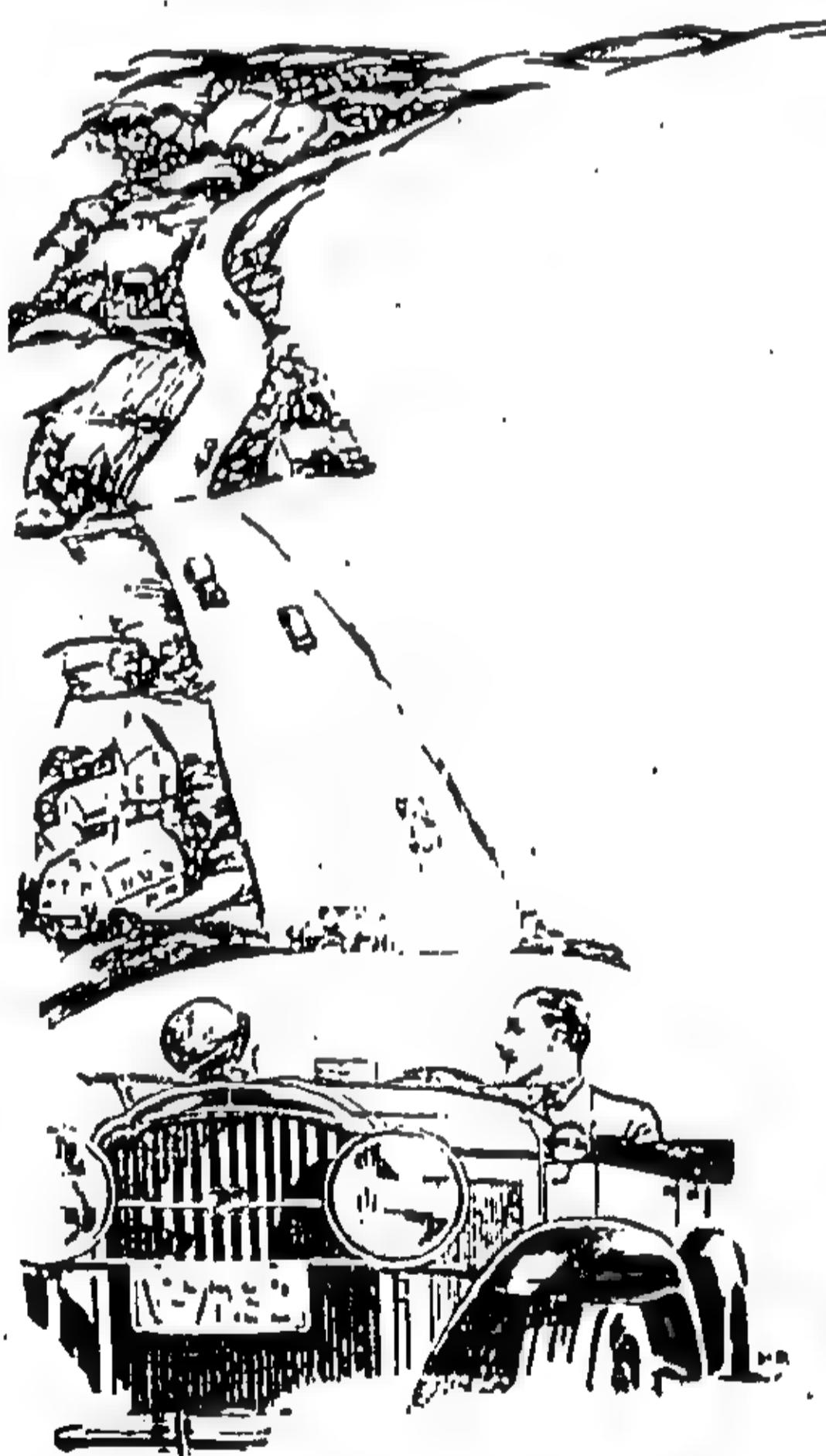
4 or 6 Wheels
4 or 6 Cylinders
30 Cwt. to 10 Ton Loads
20 to 70 Passengers

JOHN I. THORNYCROFT & CO., LIMITED

Pioneer Building, Nathan Road, Kowloon.

TEL. 56752.

TRUST A THORNYCROFT WITH YOUR TRANSPORT



The New BUICK 8
The Eights with Buick's Prestige

Worthy of the Confidence the Public has in Buick.

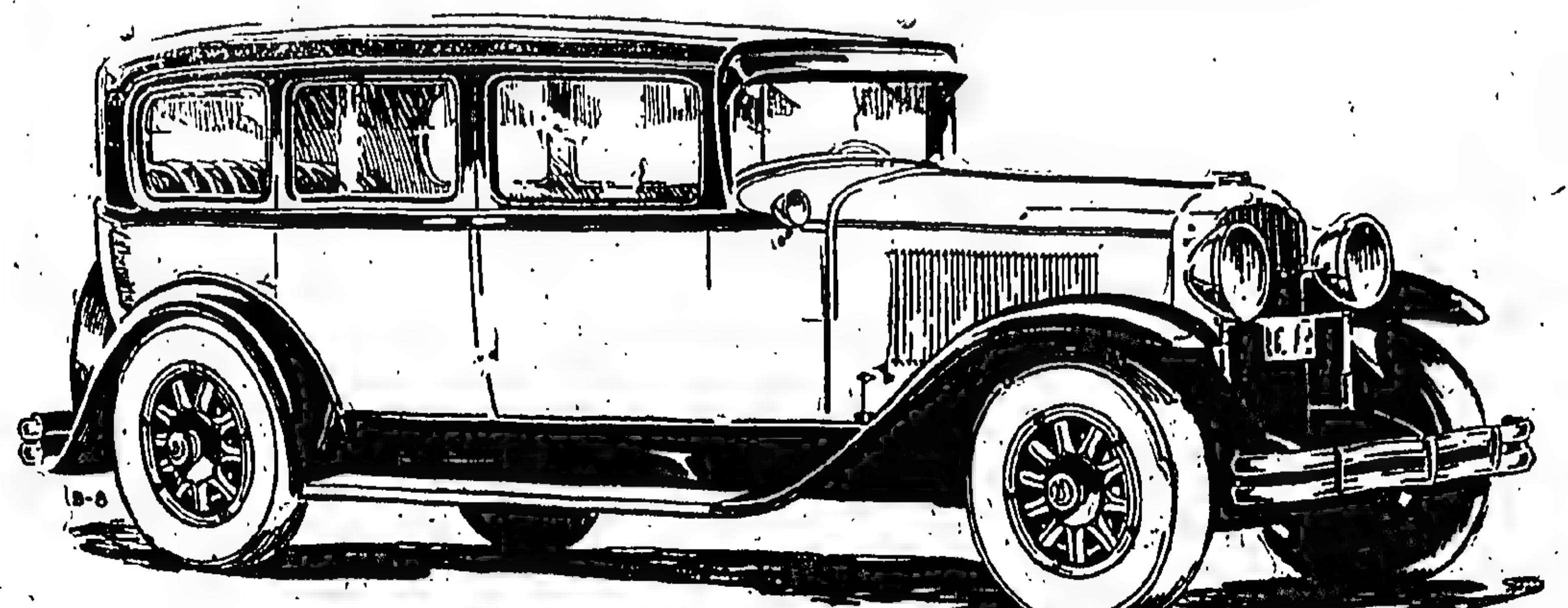
Even by paying thousands of dollars more for a fine car, you could not get more comfort and more thrilling performance than this new Buick gives you.

In addition to those fundamental features and advantages which have been characteristic of Buick for 25 years, you'll find the most advanced, approved engineering principles embodied in the new car. The synchromesh transmission with its high degree of perfection—the 8 cylinder motor providing the power, speed and dependability that you expect from the famous value-in-head type—and dozens of other outstanding features in chassis and body contribute to the now famous Buick slogan "When Better Automobiles are Built Buick will Build Them."

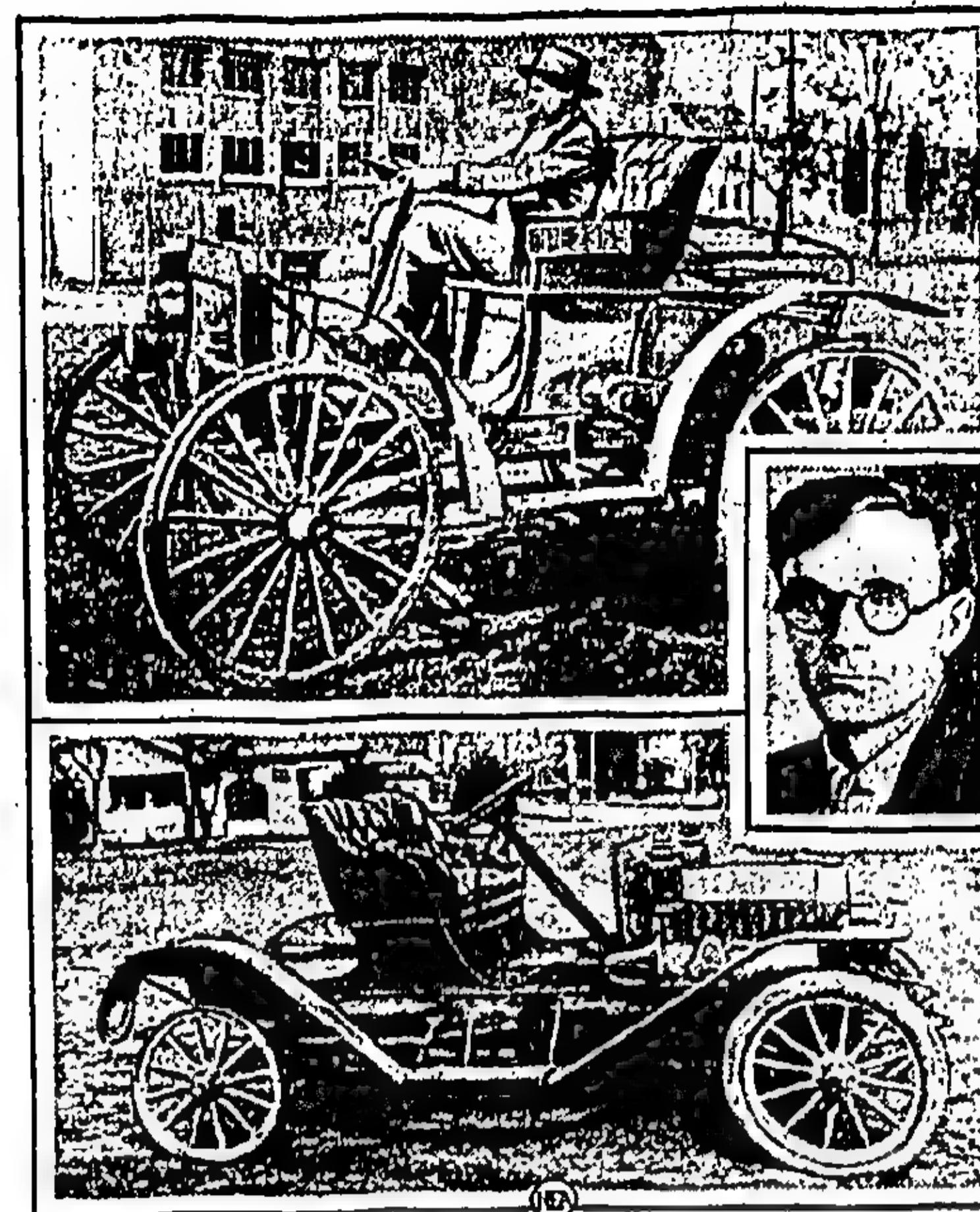
114" Wheelbase Buick Models G\$1,530 to G\$1,655
118" Wheelbase Buick Models G\$1,820 to G\$1,930
124" Wheelbase Buick Models G\$2,160 to G\$2,195
132" Wheelbase Buick Models G\$2,160 to G\$2,705

THE DRAGON MOTOR CAR CO., LTD.

TELEPHONE 30228.
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



PRIVATE "CROCK" MUSEUM.



Maynard L. Gottenburg of Silverton, Ore. (inset), and two of his relics—the old Schacht Auto-Runabout, at top, and one of the first Maxwells.

Silverton, Ore., Dec. 30.—While he has not had an up-to-date license plate, other men have such hobbies as collecting stamps, coins, jewels and other interesting things, Maynard L. Gottenburg occupies his spare time collecting old automobiles.

In his yard here he has built several garages which house cars of the vintage of 1906 and theirabouts. In these garages Gottenburg spends much of his time keeping his models, most of which are unknown to the present generation, in condition. A few of the models will run.

"Pour a little gasoline in their tanks and, with some priming, you'll have the lot wheeling along like the labored breathing of a group of asthmatics," Gottenburg says. "They don't seem to know when they've travelled enough."

"A Maxwell in my collection has travelled about 283,000 miles and still has all of its original part. It was one of the first 5000 Maxwells built, and this is the first year it

has not had an up-to-date license plate."

"Runabout" of Early Days.

One of the oldest cars Gottenburg has in his collection is an old Schacht Auto-Runabout. It shows the first transition between the buggy and the automobile.

Its only distinction from a buggy in appearance is the lack of a shaft and horse. After considerable inspection, a motor of the two-cylinder type is found hidden under the rear seat.

This was, probably the first car to have a rumble seat, although it was not as luxurious as those of today. It was a real rumble seat, having the rumble of the motor directly underneath it. It consisted of a cushion on the cover of the wooden box that enclosed the motor and a tail-gate on which to rest the feet. Yet, such a seat was a luxury, and \$25 extra was charged for it.

The motor was cranked from the rear—like twisting a mule's tail. What Performance!

"I was snooping around a barn looking for a stick to stir some paint when I spied an old car," he says. "It was in an empty stall partly covered with hay. I made a close examination. There was something about that old car that took my fancy.

"I thought how nice it would be to have that old car. I sought out the farmer owning it and bought the car for a few dollars. Since that time I have been adding to my collection.

"I'm not buying them for resale. A sales pamphlet in Gottenburg's collection describes the car.

"Our car has 17 inches road clearance, which will permit it to travel anywhere an ordinary buggy will go," the pamphlet reads. "It will

AIR RACES TO THE EAST.

Deciding New Machines for the R.A.F.

SECRET TESTS OF HIGH-SPEED PLANES.

Extensive plans for the complete overhauling of the Royal Air Force's machines are in course of completion.

Secret tests of several new types are being made by the Air Ministry to find successors to certain aeroplanes which—although only two or three years old—are now out of date.

Long-distance flights to the East, to be carried out in the New Year, have been arranged as final tests.

The preliminary examinations have narrowed down the number of possible successors to the famous "Southampton" flying-boat to four, and in March next the rivals will take part in a competitive voyage to Basra (Irak).

This will be the first time, incidentally, that a long-distance

travel muddy or sandy roads without the least interference, and with perfect ease."

Another "prehistoric" car in Gottenburg's collection of relics is a Brush, one which cut quite a swath early in this century. Its one-cylinder block has been frozen, cracked and welded. Yet, with a little coaxing, it can be made to run.

It is one of the first cars to adopt the left-hand drive. One of its features was "axles of sturdy hickory."

Gottenburg explains how he began collecting old cars.

How He Got the Craze.

"I was snooping around a barn looking for a stick to stir some paint when I spied an old car," he says. "It was in an empty stall partly covered with hay. I made a close examination. There was something about that old car that took my fancy.

"I thought how nice it would be to have that old car. I sought out the farmer owning it and bought the car for a few dollars. Since that time I have been adding to my collection.

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"Our car has 17 inches road clearance, which will permit it to travel anywhere an ordinary buggy will go," the pamphlet reads. "It will

flight of different types of flying-boats has been essayed.

The four flying-boats are:

A Saunders-Roe flying-boat, fitted with three Jupiter "9" engines;

A Blackburn Sydney, with three Rolls-Royce "F" type engines;

A Vickers Supermarine Southampton Mark 10, with three Jaguar "G" engines; and

A Short Singapore II, with four engines of the Rolls-Royce "F" type.

The Blackburn Sydney is a new departure for the Air Force, being a monoplane; the others are biplanes.

Two points which are being especially studied in connexion with the machines are their range of flying and their capacity for maintenance by their crews without the need for a repairing base.

The Saunders-Roe, it is known, can remain in the air for more than 14 hours, which is double the time of the "Southampton" machine at present in use. In practically every way, indeed, the new machines have so far shown immense improvements over their predecessors, and it is intended that they shall be employed much in the same way as is the cruiser arm of the Navy.

Another machine which is being carefully tested is the Short Cutty Sark Army aeroplane, for troop carrying. A flight of those, it is understood, is also to set out early in the New Year for Basra.

The flights will be manned by pilots from the Experimental Station at Felixstowe.

It is expected that by the end of 1931 the R.A.F. will be far and away the finest equipped force in the world, for tests of fighting and high-speed machines are being carried out in the same way.

The first speed law in the United States is thought to be that passed by the Boston board of selectmen in 1767, limiting traffic to a foot-pace on Sundays. It forbade "coaches, sleighs, chairs and other carriages" being driven at a faster speed than a slow walk, since to do so would interfere with Sabbath worship.

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at sidewall provides greater
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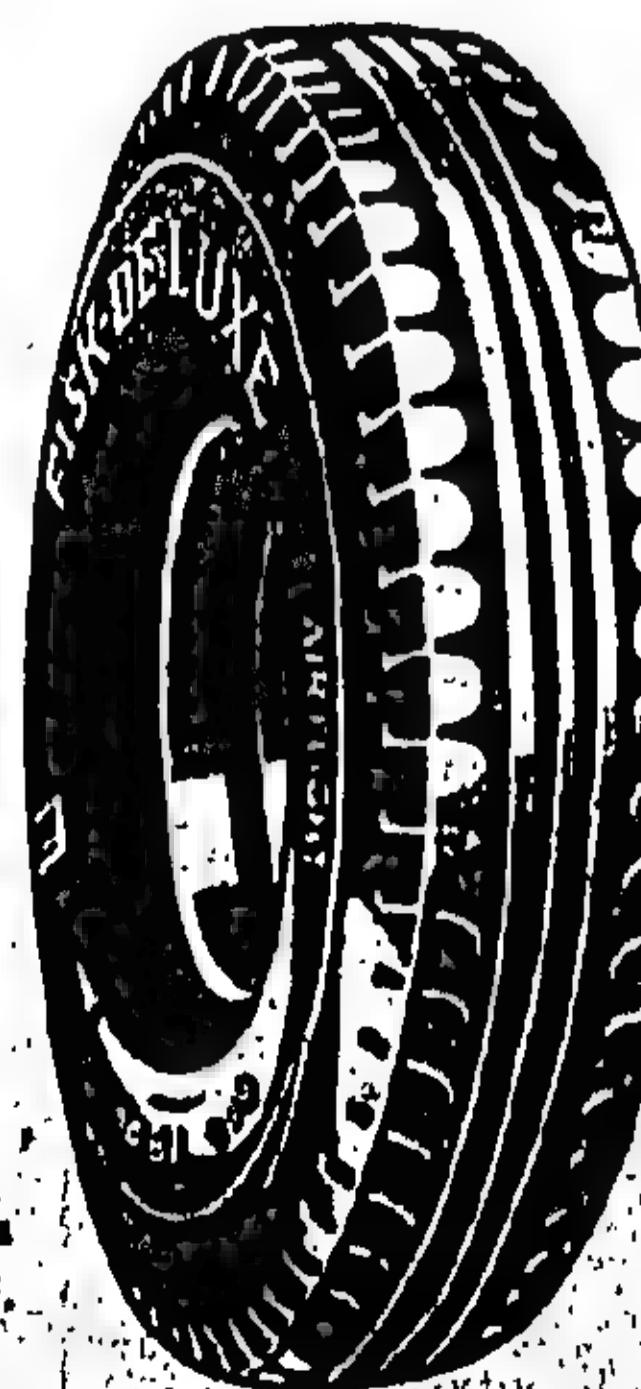
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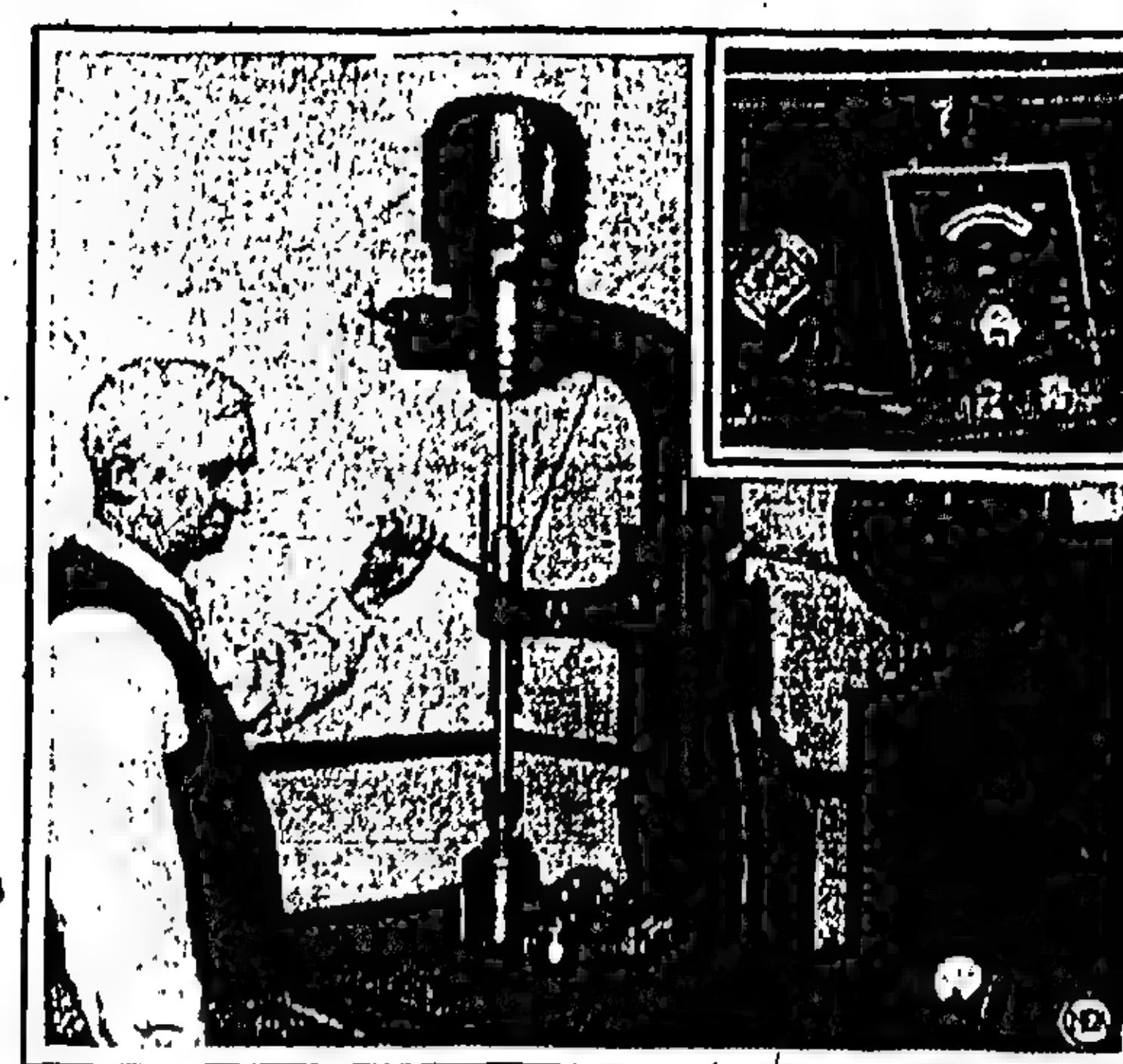
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DEVICES THAT ASSURE ACCURACY.



Two devices that assure greater accuracy in construction of auto parts—the radio bearing tester and, inset, the electric gauge that measures to one one-hundred-thousandth of an inch.

[By Israel Klein.]
Detroit, Dec. 30.—Better automobiles at lower prices is the outstanding development in Detroit to-day.

The main reason behind this pleasing news is the introduction of machinery and apparatus that combine to produce modern cars in greater numbers than ever before and yet in a far more improved manner. Not only automatic tools and equipment, but easier means of checking con-tractional details to a finer degree have become regular routine practices.

One great plant so co-ordinates and times all operations that its production has been planned almost to the second. The entire control of this factory is done by electricity, by means of daily planning and scheduling and by constant contact with all departments through the electric teletype system.

Multiply Capacity.

In another factory, a new and larger automobile is made possible at a comparatively low price through such innovations as a huge machine that will work on several similar units at the same time, an electrical device that speeds up testing of the crankshaft, and other

electrical and physical measuring devices that guide parts checkers to a finer exactitude than they were able to attain heretofore.

Checking of moving parts in the engine is one of the most important processes in automotive construction. The usual allowance in measurement is only one one-thousandth of an inch, either above or below the specified dimensions. If a part be barely beyond this allowance either way it is discarded.

In addition, parts such as pistons, wrist pins and connecting rods are "pinned" by weighing, so that all those entering a specific engine are sure to be balanced.

Dissatisfied with present precision gauges, electrical engineers have designed a device that will measure parts to within one one-hundred-thousandth of an inch. It works with a needle on a visible scale.

As a result, the checker is able to detect inaccuracies much more quickly and definitely. The device is now being used in the factories of one of the largest auto manufacturers, and soon will come into use in other plants.

In another auto factory a radio apparatus is used to detect unusual noises in bearings. The bearings are run in a special machine. Close

SEVEN WEEKS' RUN.

Stock Nash Cars Perform Well.

OVER 50,000 MILES.

Kenosha, Wisconsin (Special)—Using the wide open spaces of the western United States as a complete proving ground, Nash engineers have just completed a spectacular, seven-weeks' open run which took six new cars of the Nash 1931 series, picked at random from the loading docks, over a total of 50,582 miles of the hardest driving available in the country. The cars came back to the headquarters with every performance detail checked and double checked and with every ordeal which may be given them by the roughest motorist successfully completed.

The log of this interesting caravan run, which was made

by a loudspeaker that has been converted into a microphone, and this is connected through a radio amplifier to an ammeter which measures the intensity of the sound conveyed to it electrically.

The sound registered on this ammeter tells how true the bearings are and so enables the checker to discard bearings that, otherwise, he might have approved.

Speed and Accuracy.

These are only a small proportion of the devices and methods used to foster greater accuracy in construction, improve the products and at the same time hasten the manufacture of automobiles.

In every plant the conveyor system prevails, if only in the last stages of assembly. But in some of the larger factories producing the more popular cars, there is practically no manual movement of parts from the very beginning of manufacture. This relieves the worker from heavy handling operations and enables him to devote his attention entirely to production.

Materials that go into the modern automobiles have been greatly improved in content and structure, yet with little or no additional cost. This is why manufacturers have continued to reduce prices, or at least have not raised them already lowered prices, and yet have been able to furnish much better cars.

Competition in this industry has been in the form of improved time, labour and money saving machinery, rather than in direct price cutting without regard to cost of operation. The new devices, besides enabling the production of better automobiles, have produced greater economies in operation that have been passed down to the consumers.

simply to prove that mass production of the new cars has accomplished the performance results that months of experimentation and thousands of miles of road work developed before production began, took the cars over every conceivable type of road, from 150 feet below sea level to 11,000 feet above and runs the entire gamut of temperatures which the new cars will be called upon to face.

Speed checks; cooling checks; power checks; hill climbs; mud, sand and pavement checks; days and nights of high, sustained speeds; work in heavy traffic and scores of additional driving trials made up the trip and proved to Nash engineers that performance of the stock cars fully equals, and in some instance exceeds, the long series of road records made before the new series received the final okay for introduction in America last October 9th.

The six cars, taken from the shipping lines and given a nominal "breaking in", began their trek from Racine, Wisconsin. They included models from the Eight-90, Eight-80, Eight-70, and Six-60—the four new Nash series. Piloted by members of the engineering departments of the Kenosha, Racine and Milwaukee Nash plants and accompanied by observers from the factory service department, the Seaman Body Corporation, and the factory sales department, they made the run to Denver, Colorado via the Lincoln Highway and Victory trail with an average of 46 miles an hour.

Six days were spent in the Denver territory in mountain driving and in altitude calibrations, with the cars negotiating such grades as North Cheyenne Canyon road, Look-Out Mountain, Bear Creek Canyon, the Lendville district, and other runs to 11,000-foot altitude points. All six cars, carrying some twenty members of the Nash sales organization in the Denver territory, made the climb to Echo Lake in high gear, a feat seldom equaled in Rocky Mountain runs.

The caravan then dropped down

to Colorado Springs and headed through mountains, sand and mud to Salt Lake, crossing the desert to Reno and continuing to San Francisco after exhaustive trials to prove cooling efficiency. At Fresno, two of the cars set new climbing records by scaling over the top of Toll House hill, which is seven and one-half miles hard pulling, in high gear.

After these hill checks, the caravan took the road to El Centro in the Imperial Valley and attacked the old ocean bed which lies 100 and 150 feet below sea level, in temperatures ranging up to the average summer heat in the middle west, before making a five-day run back to headquarters via El Paso, Dallas, Little Rock, Cairo, and the fast pavements of Illinois. Speed trials exceeding 80 miles an hour, and also long hours of sustained, high speeds were accomplished by all of the cars.

"These Nash check-up tests are unusually interesting, not only to our engineers but to everyone connected with the Company," C. H. Blas, Sales Manager, said after studying the complete driving report. "This was made simply as a check-up on previous tests completed before production, and its object was to approximate the experiences of the average, hard driver of automobiles under all sorts of driving conditions and to satisfy Company officials that the performance of the new cars is fully up to the performance of the experimental cars. We use the open roads because no private proving ground in the world offers such a diversity of actual driving conditions nor all of the problems that arise before the average automobile owner.

"We are highly gratified by the official performance reports of these new cars, which so perfectly represent the new Nash deal for to-day's dollar. The cars came home after their hard ordeal in perfect condition, with finishes bright and attractive as new cars and with a splendid record of achievement and satisfaction behind them."

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COLOUR A SAFETY FACTOR.

Analysis of Value of Various Shades.

WHITE MOST VISIBLE FOR SIGNS.

Colour, from the standpoint of its light-reflecting qualities, had long been an important consideration where the safety of motoring is concerned. Traffic experts have advocated its use on everything from children to trucks, realizing that colours which reflect the light may be seen from great distances at dusk or after darkness as well as in the day-time.

The safety division of the American Automobile Association recently pointed out that a child in a bright-coloured outfit could be seen at a greater distance than one in sombre attire. Therefore, although children should be taught to stay out of the streets except when crossing them cautiously, the cause of safety is aided in the belief of the association, if motorists are warned at a distance by bright-coloured clothes.

Colour further plays its part in the prevention of highway accidents.

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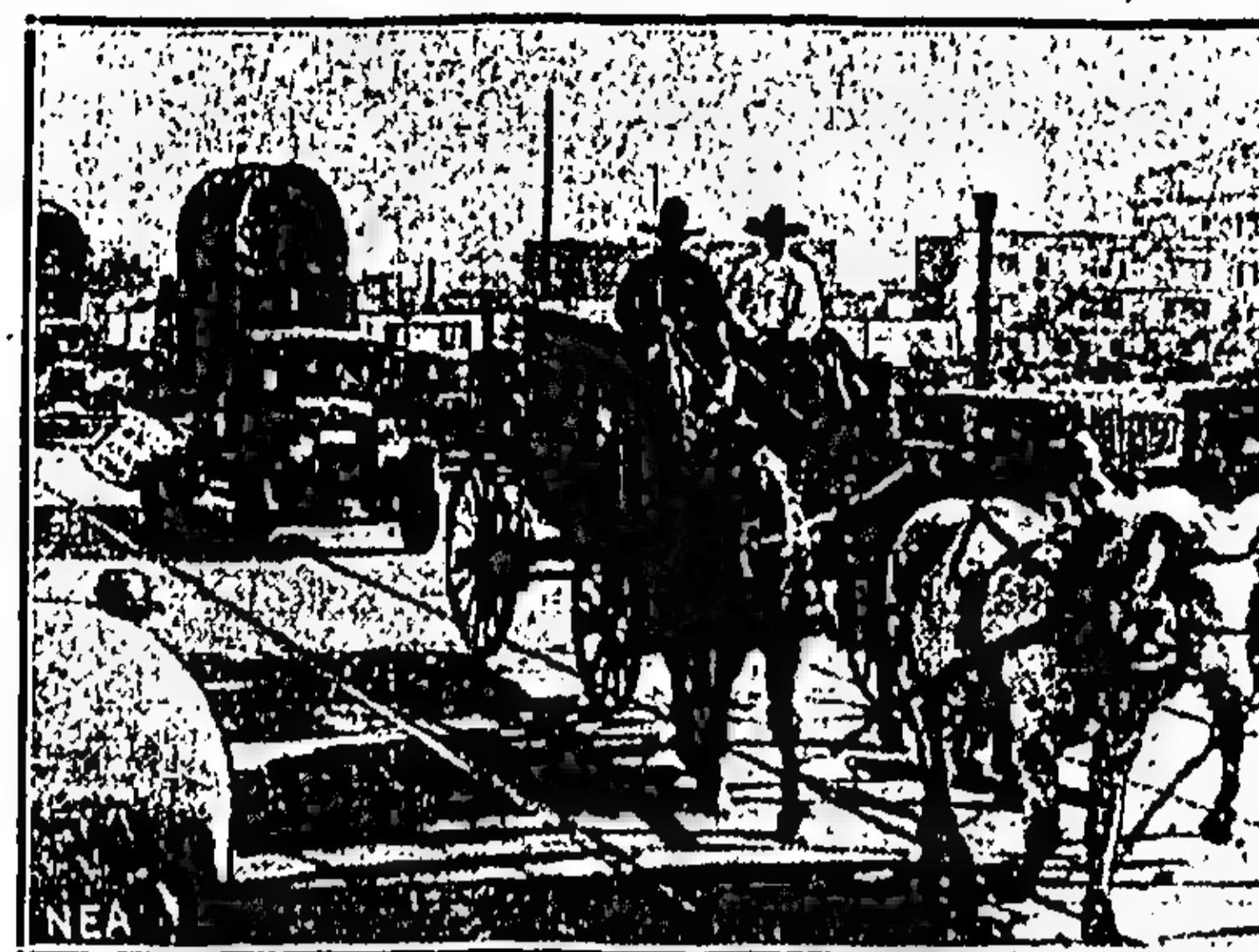
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VEHICLES OUT OF THE PAST.



Like vehicles of a forgotten age these old modes of transportation looked when they were hauled through the streets of Des Moines, Ia., as part of the good roads celebration staged in that city. The parade ended the paving of 1,000 miles of highways, giving the state a total of 3,300 miles of good roads.

SMALL CAR FIGHT.

Another Record in
Cheap Models.

BRITISH SUCCESS.

[By H. Thornton Rutter in the
Morning Post.]

British motor manufacturers have certainly more than held their own in 1930, and if my information from the United States is to be relied upon, English car traders have bitten a big piece out of the American export business "cake."

As a New Yorker said to me this week-end, as I wished him a safe home journey, "Your automotive engineers have certainly put a scare on our folk."

He had good cause for this remark, as the American Austin Co. has now produced a cheaper two-seater model selling at £28, yet it is faster than the more expensive coupe' Austin Bantam. Therefore,

as a rival to this enterprise, the Americans are now making a model B Martin Midget with a 5 ft. 10 in.

wheelbase weighing 760lb. for the two-seater which is to sell at £56.

This new cheap American light car is fitted with a four-cylinder Continental engine similar to that

which Sir William Morris used before the Hotchkiss engine in the Morris car. It is stated to develop

29.5 h.p. at 3,400 revs. per minute,

yet it travels 35 miles on one gallon of petrol and 26,000 miles per set of tyres. Also a four-cylinder air-cooled model A Martin Midget is to be produced later this year to sell at £40 for the two-seater.

Novelties at New York.

The annual American National Motor Show was opened recently.

My American friends in the motor business tell me that the new U.S.A. models that are now on

view at the National Automobile Show in New York are either bigger

cars with eight-cylinder engines or

are the "Bantam" and "Midget" models with small four-cylinder motors.

Outside of Ford, Overland

Whippet and Plymouth cars, which

still remain four-cylinder models,

twenty-seven others have six-

cylinder engines, one has a "double six" motor, and two have "double eight" or sixteen cylinders.

It is, however, the new small

"baby" cars which are attracting

the most attention. England's

speciality now being praised in

place of being scorned, as happened

a year ago.

Last year the British motor and

cycle trade had insured workers in

its industry numbering 247,140 as

compared with 246,410 in 1929.

But whereas in that latter year only

7.2 per cent. were unemployed at

November, I regret that the Board

of Trade figures and Ministry of

Labour reported that 15.9 per cent.

were unemployed in November,

1930. But owing to better production

methods in the motor industry the

total of vehicles and cycles made

last year fell little short of that in

1929, even with less labour fully

unemployed.

Smart Delivery.

To-day there is a demand for

British transport in all parts of

the world. The first public tele-

phone call over the new direct-

circuit line from the Argentine to

England was an order for over

quality of paint, should be at least

three years.

Many truck drivers employ a

wooden hand to signal left and

right turns to those in the rear.

These wooden hands are frequently

painted white for greater

visibility.

The reflecting qualities of white

or light coloured paint, may be

turned to still other uses by the

individual motorist. If he has diffi-

culty in guiding his car up a nar-

row driveway to the garage at

night, he may paint white lines for

the wheels to follow, with a white

stop line inside the garage.

Courtesy of General Motors.

views of the British motor industry, when he stated that to improve general trade depression, "the Government must consider the country as an industrial concern and must adopt modern industrial methods. If we ourselves to-day were trying to produce cars by 1914 methods we should soon be bankrupt, yet what has been done politically to improve the output of the country to any marked extent?"

English motor drivers have had

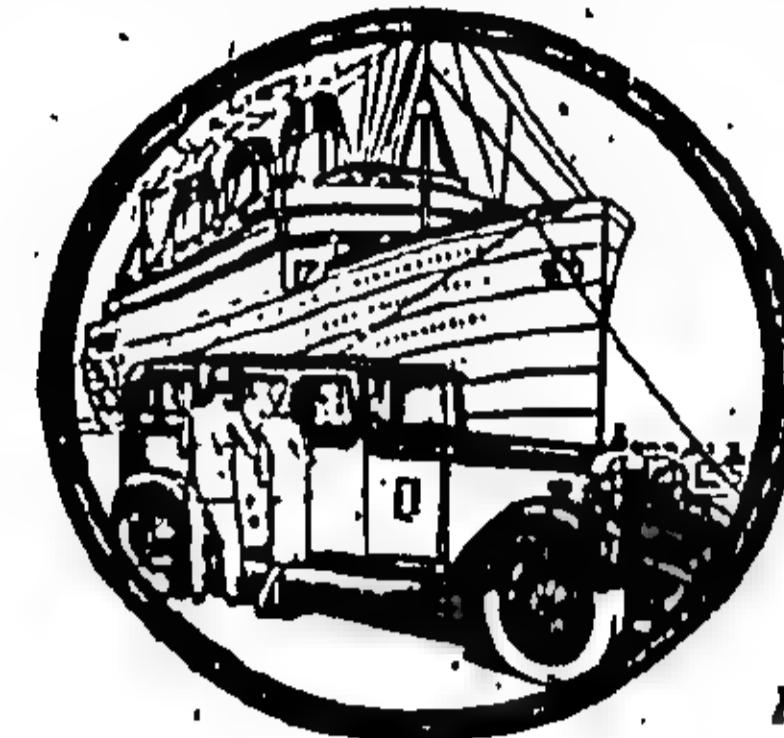
a wonderfully successful year in

1930. Even on the last day of

December, Mr. G. E. T. Eyston

bettered the existing speed for the International Class H 750 c.c. motors by driving an M.G. Midget unsupercharged over distances of 50 kilometres at 89.8 miles per hour, 50 miles at 87.11 miles per hour, and 100 kilometres at an average speed of 87.3 miles per hour, new records for this class.

This was an improvement of nearly three miles an hour faster than the previous 8 h.p. record for these distances also made on the same track at Montlhery, near Paris. No wonder our American cousins have had a scare at the performance of small British cars.

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HOME ON
LEAVE?

If so, the following will interest you:

EXAMPLE OF CAR ON THE DEFERRED PAYMENT SYSTEM OVER EIGHTEEN MONTHS.

To new car, say	£200: -: -: -
Deposit—one quarter	50: -: -: -
Interest	£150: -: -: -
Interest	15: 7: 6: -
Interest	£165: 7: 6: -
Balance of £165: 7: 6: to be paid in 18 monthly instalments of £9: 3: 9:	£50: -: -: -
To Deposit paid	45: 18: 9: -
5 instalments of £9: 3: 9:	£95: 18: 9: -

FINAL ADJUSTMENT.	£130: -: -: -
To re-purchase price—65% of £200	6: 8: 11: -
Rebate on interest	£136: 7: 6: -
Less 13 instalments still due	119: 8: 9: -
Cash handed to Purchaser	£17: -: 2: -

ACTUAL COST OF MOTORING FOR SIX MONTHS.

To Deposit and five instalments paid	£95: 18: 9: -
Thirteen instalments still due	119: 8: 9: -

Cost of motoring for six months	£78: 18: 7: -
or £13: 3: 1: per month.	

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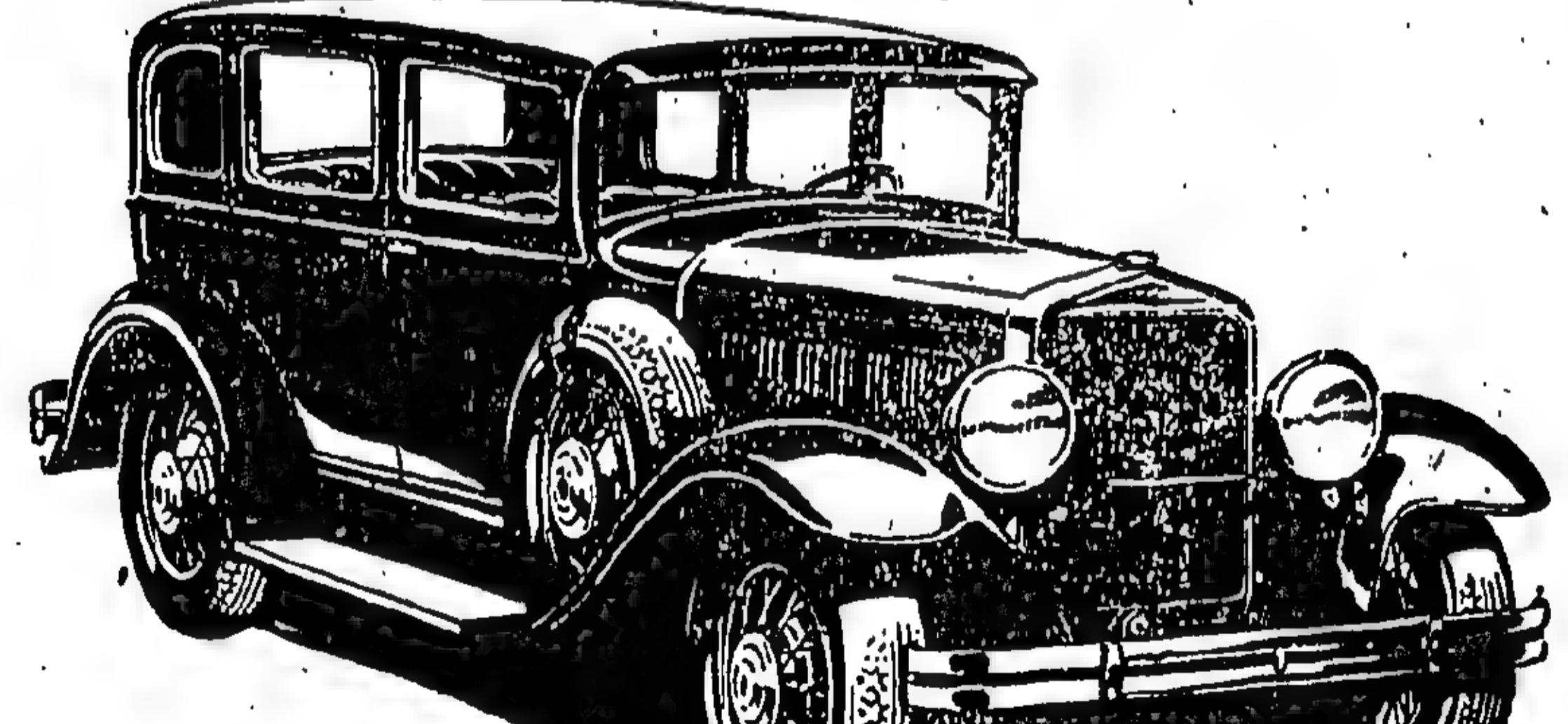
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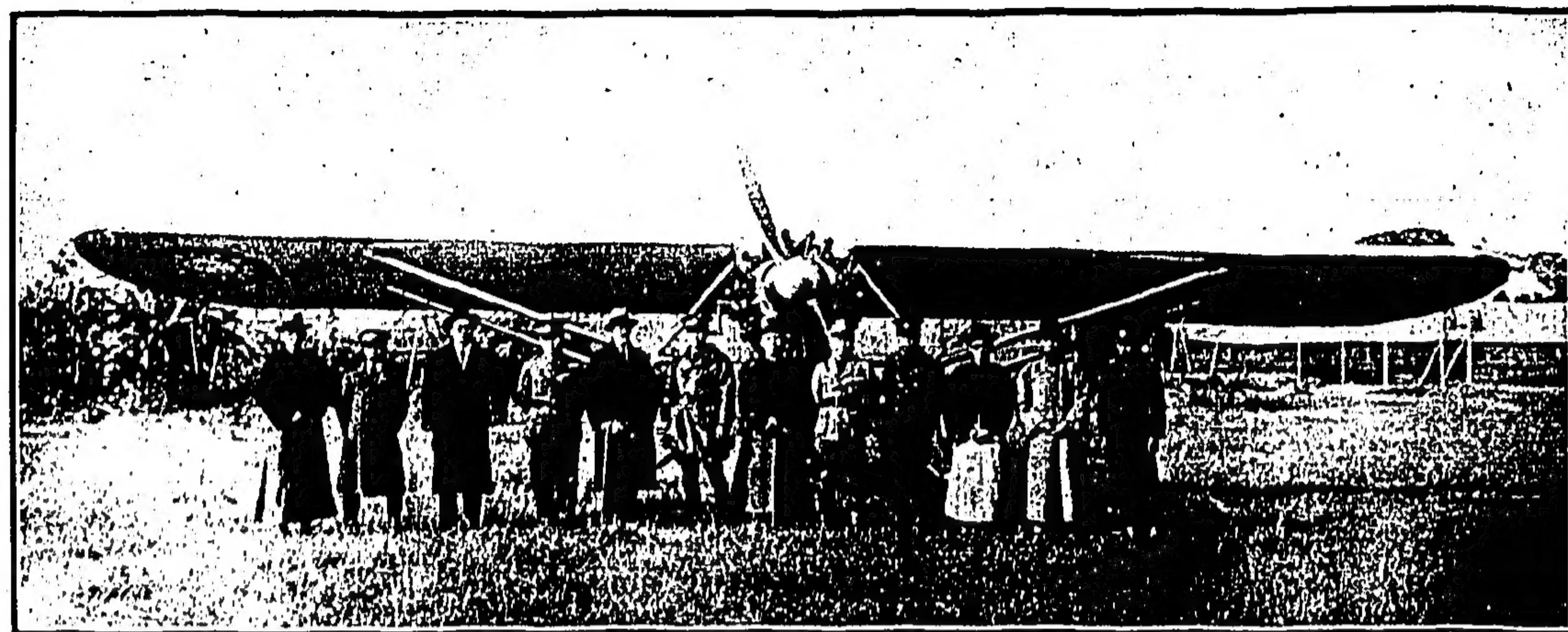
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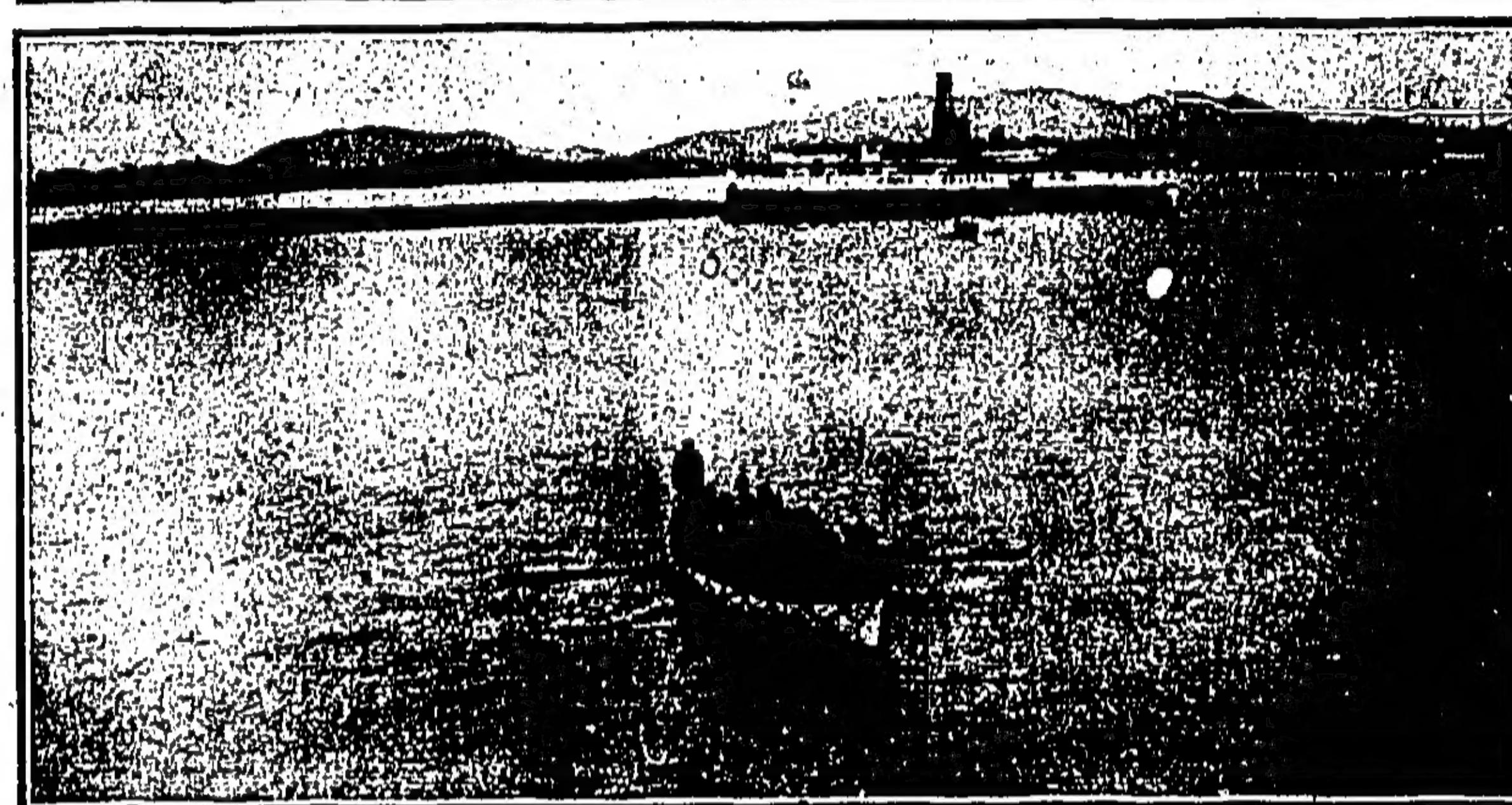
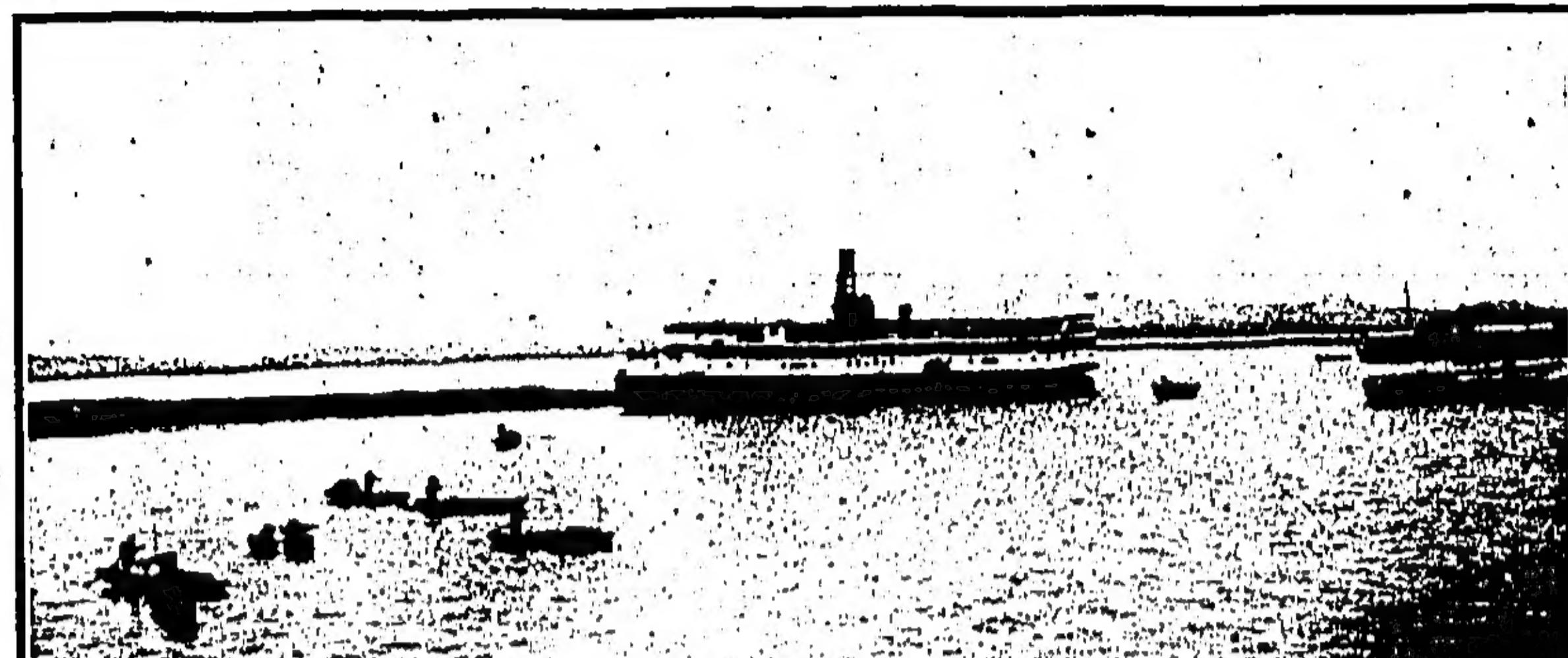
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This photograph was taken on January 16th, on the occasion of the inauguration of the air mail service between Canton and Wuchow. The Canton Aviation Bureau intends to extend air mail lines to all important points in Kwangtung in the near future. (Photo by courtesy of the Postal Commissioner).



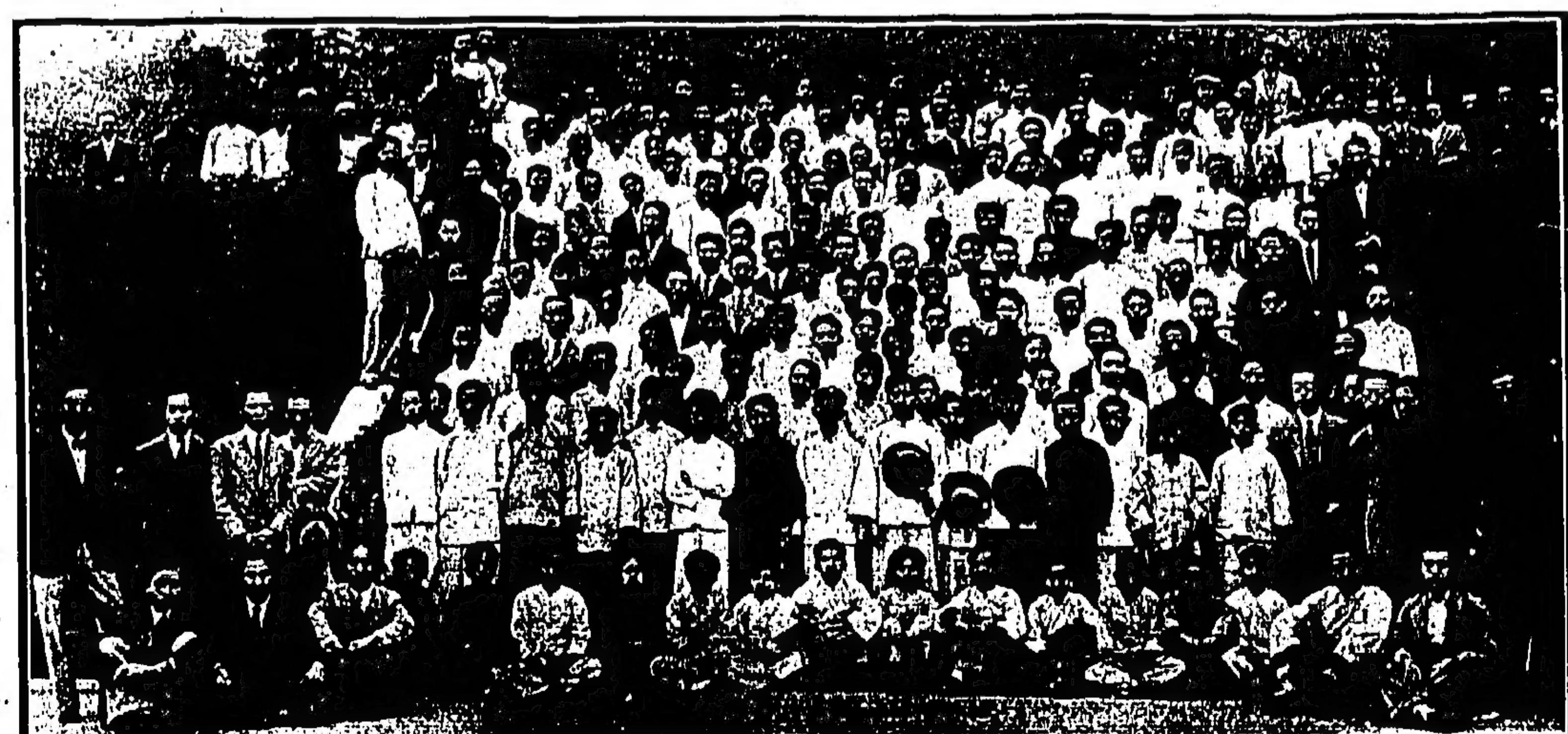
Snapshots taken on the occasion of the annual inspection of the Hongkong St. John Ambulance Corps, at Caroline Hill, this week. His Excellency the Governor is seen inspecting the Nursing Division on the left, whilst on the right he is presenting awards. (Photos: A. Fong).



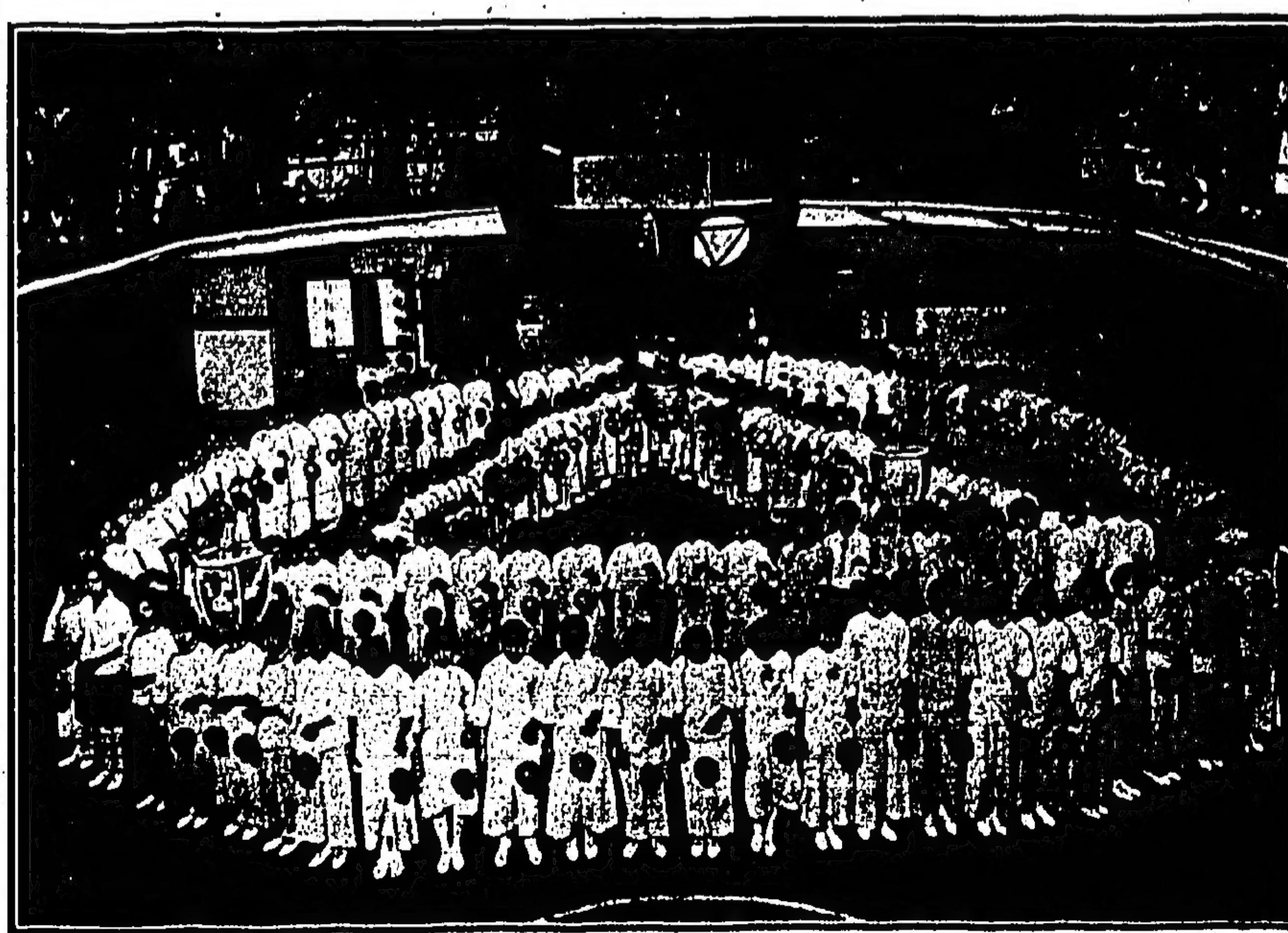
Bridal group taken after the wedding last Saturday of Mr. Chiu Tin-shui and Miss Li Hop-yeo. The marriage took place at the Roman Catholic Cathedral. (Photo: Mee Cheung).



Incidents in the Lai Wah Cup final, in which the Chinese defeated the Civilians. Left shows Li Wai-koon scoring the second goal. Right, Segalen too late in a contest for the ball. (Photos: Mee Cheung).

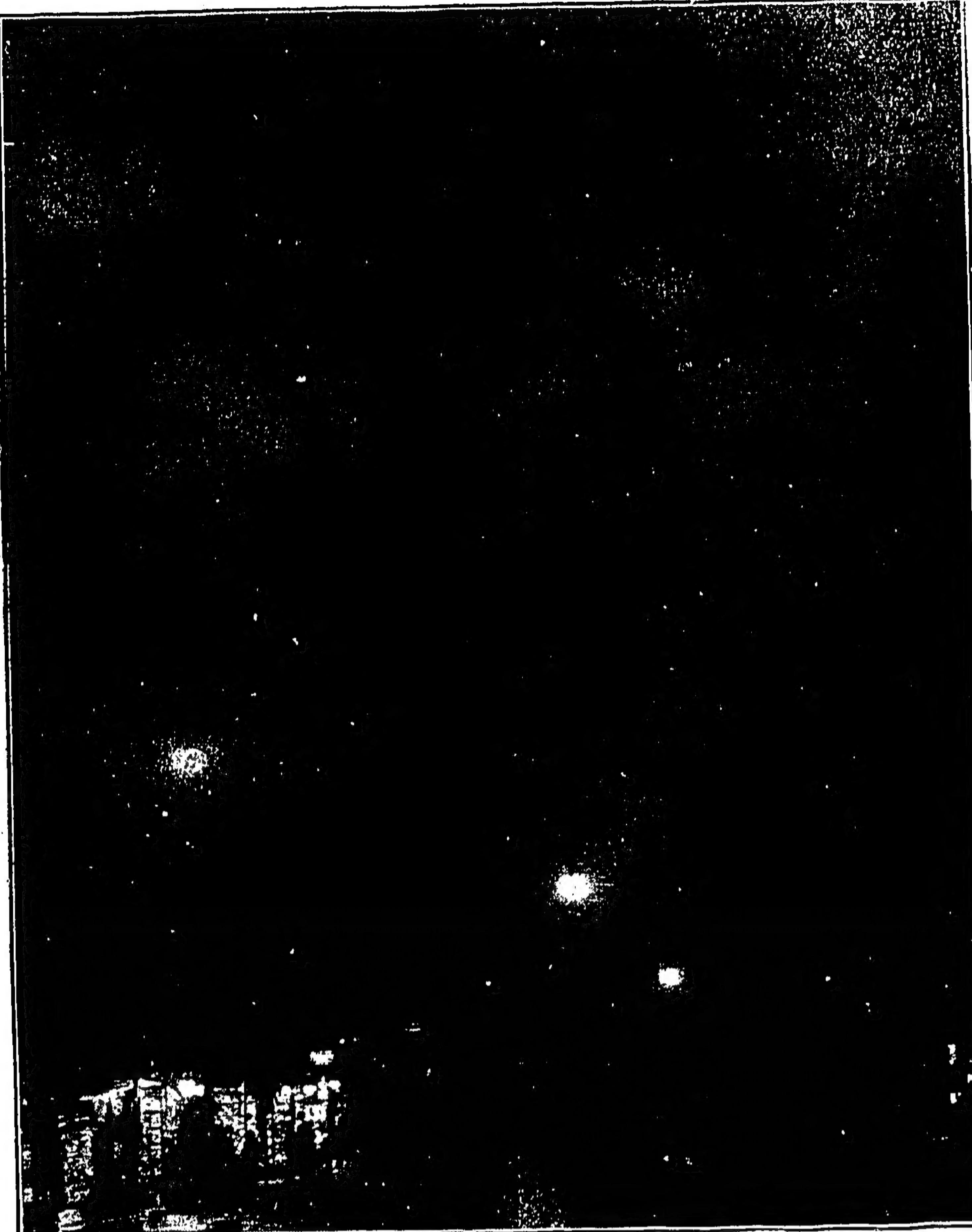


This picture shows the staff and students of the Iuwa Nan College, which is amongst the newer educational institutions of the Colony. It was taken in the Public Gardens recently. (Photo: Mee Cheung).



This striking display shows the Girls' Department of the Y.W.C.A. ending their year with a joint rally of all Wu-Kwong Clubs by the presentation of a lantern ceremonial in the Y.M.C.A. gymnasium last Saturday. (Photo: A. Fong).

CENTRAL LONDON IN A FOG.



The City and the outskirts of London were recently enshrouded in fog, and our picture, taken during the early afternoon in Ludgate-Hill, showing St. Paul's Cathedral in the background, gives an impression of the gloom which hindered the busy Christmas traffic. (Times copyright).

LITTLE PRINCESS ELIZABETH.
BEING WELL TRAINED IN REGAL MANNERS.

Princess Elizabeth, the baby granddaughter of King George and Queen Mary, is being strictly trained in regal manners.

Punctuality, for instance. If punctuality is the courtesy of kings, King George V is the most courteous gentleman in the world. When it is announced that he will open some governmental affair at noon, it can be relied upon that as the bells of "Big Ben" boom out the noon hour, King George, in simple morning attire, will be seen quietly advancing into the conference chamber. When the bells cease to sound, he will read his speech, gravely bow to the assembly and promptly leave, so that the delegates can get on with their business.

Must Obey her Nurse.

This royal punctuality is being taught Princess Elizabeth. If she is to breakfast at 8:30 in her nursery, there is no lying in bed for an extra wink of sleep or a stolen snooze. She gets up and is seated at table at 8:30. Royal princesses must learn consideration for servants who are told to prepare certain things at certain times.

So also in the evening, no matter how fascinating the romp she is having with her mother, the Duchess of York, when nurse appears in the doorway and says: "Bed-time," the baby princess toddles off without a murmur.

Then, there's courtesy to the public. Unlike so many royal couples—who, by the way, lost their thrones—King George and Queen Mary, while always remaining dignified and conscious of their position, always have appreciated what is due the public. When they drive out in their car and are saluted by groups of people, they are most punctilious in returning the salutations.

Waves to other Children.

Princess Elizabeth did not have to be taught this consideration for



Princess Elizabeth, the granddaughter of King George and Queen Mary, was receiving a lesson in how to act at public functions when, as you see her below, accompanied by a nurse, she arrived at the Royal Tournament of Olympia. The upper picture shows her playing with her dog in the garden of the home of her parents, the Duke and Duchess of York.

others. It came naturally to her. When she goes for a ride in the London parks, her animated little face is glued to the window panes and when little girls and boys wave to her, she waves excitedly back.

Princess Elizabeth has not actually begun her schooling as yet, but the other day when Queen Mary was out shopping she bought some charming little books for children—in French. They were for her grandchild's Christmas stocking. That, of course, means that soon the little girl will be having a French governess and will learn French without even knowing that it is a lesson.

For royal children must be linguists. Before long Princess Elizabeth will be speaking not only English and French but, perhaps, German or Spanish. And then, of course, will come real lessons. There is no royal road to knowledge and she will have to study just as other little girls and boys do.

Exclamation Denied Her.

Just as her grandfather is the first gentleman of the land, so Princess Elizabeth, if she ever mounts the throne, will be the first lady of the land. So already her manners are receiving careful attention. From somebody she picked up the habit of saying "My goodness." She was told that this simply was not done. One day when she was entertaining her grandfather, after his long and painful illness, the King left the room for a moment and did not close the door. She promptly told him about it. She had been taught that one closes a door after one.

The little girl does not know it yet, but she is the subject of an enormous amount of public attention. A great deal of this is, of course, due to the fact that only three lives stand between her and the throne—those of her grandfather, King George, her uncle, the Prince of Wales, and her father, the Duke of York. So some day England may have a second Queen Bess—the first one having been that Virgin Queen who presided over England's destinies in

GLENN TRYON.

Acts to Live, But Lives to Play.

When is an actor not an actor? "When he is a hunter, fisherman or carpenter," declares Glenn Tryon, who is all of these rolled into one.

Glenn acts for a living, but he likes to hunt, fish, potter around his little carpenter shop and play with his dog, Toby—to say nothing of enjoying life in general with his pretty little blonde wife.

We spent the greater share of an afternoon at the Tryon home up in the Hollywood hills a few days ago and the subject of pictures wasn't brought up a single time. But Glenn did put Toby through his tricks. He did display his new big game rifle which Mrs. Tryon had just given him for his birthday. And he did show us the new house he is building for the dog. He has a little workshop fixed up in the basement of his home and it's there that he can be found most of the time when he isn't acting—unless he's pulling weeds out of the garden.

Perhaps it is Glenn's antipathy for continually discussing himself



Glenn Tryon and his dog, Toby.

and pictures that has kept him from stepping into the front rank of filmdom's celebrities. If so, he deserves commendation. There are too many persons in Hollywood now who can eulogize for hours when the subject is "I." But at the same time his reticence is bad from a business standpoint. Hollywood folk just don't understand actors who don't talk about how great they were in this or that picture.

But with all of that Glenn has made a success of his career as an actor. With life on Montana cattle ranches plus a few months in tent shows as his only background, he invaded New York and in his own words "fasted and feasted" for several years before he really started to "get by" on the legitimate stage and in vaudeville. Then he came west again, made several comedies for Hal Roach and then signed a five-year contract with Universal.

That contract having just been completed, Glenn has decided to take a fling at the free lance racket for a while and see how he likes it. With production so slow in nearly all studios at the present time, he is apt to have tough sledding for a few months. But since we are right in the midst of the hunting season, that's the least of his worries right now, especially since he is confident that by the time he gets his fill of hunting there will be a job awaiting him.

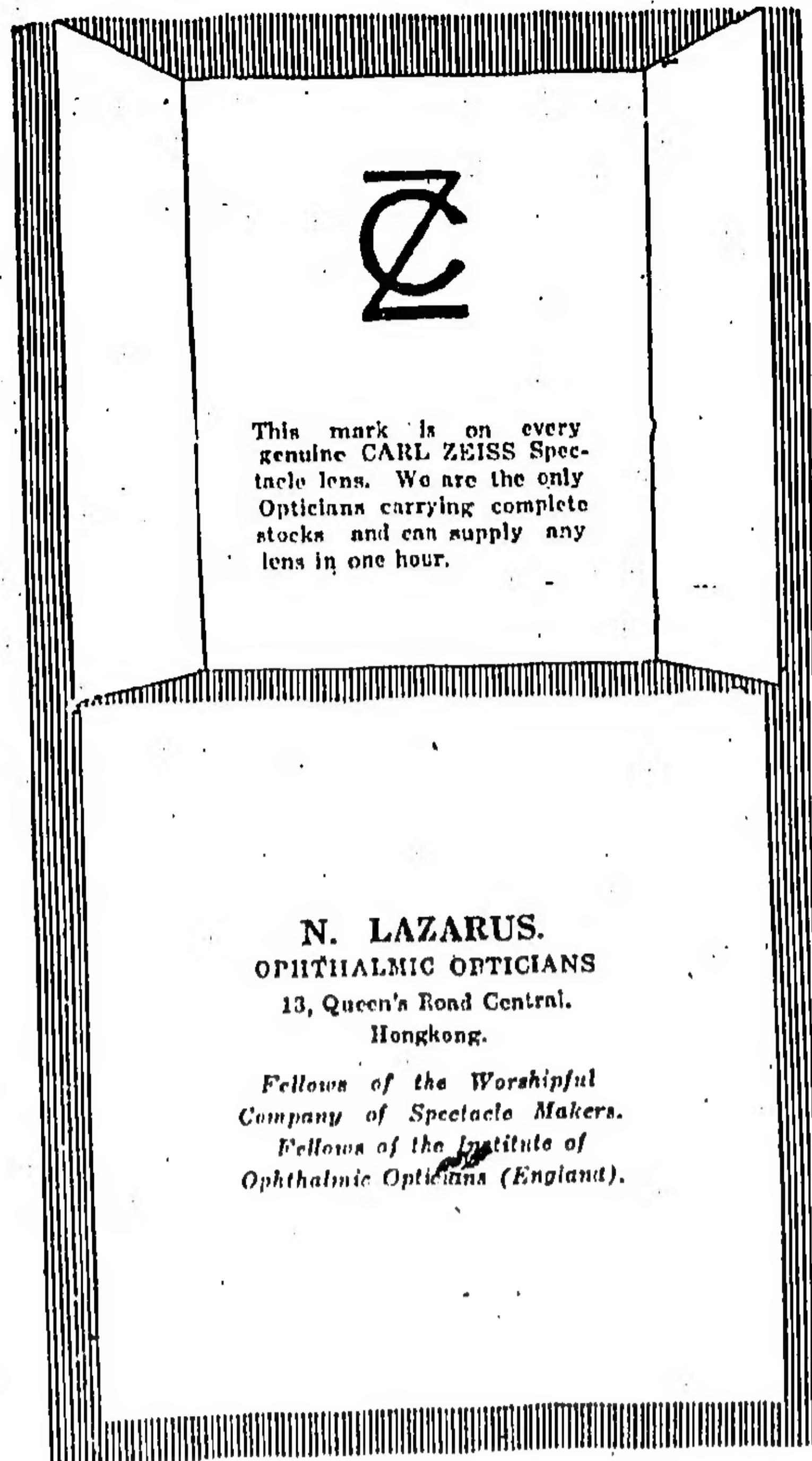
the spacious days of Shakespeare and Drake.

The newspapers have discovered that their readers like to see things about the child, so all her doings are fully detailed. For a time several London newspapers made it a habit of having a daily story about the Princess. Now the Duke or Duchess of York have established not a palace, but a real home in Piccadilly, and they do not encourage gossip about their little girl.

Biography Already Written.

Another extraordinary sign of the immense interest the public has in the child is that all records have been broken in that, at the age of 4, a book of biography actually has been printed about her. A young lady, formerly attached to the household of the Duke and Duchess, has written it with the sanction of the royal pair. And there has been a very large sale to parents who want to read it to their own children.

In other ways the little girl has impressed upon public life. It would be a hopeless task to try to estimate how many girls babies in the last four years have been named Elizabeth because that is her name. Then, too, the other day a great institution was named for her—the Princess Elizabeth Hospital for Mothercraft Training. It is located in London, and the Duchess of York showed her appreciation of the compliment by personally opening the place.



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Betty Boyd is the latest Hollywood luminary to be married. She has just become the bride of C. H. Over, of Los Angeles, reputed heir to a large fortune.

Here Are the New Styles in Yellow

Wherever you go,
whatever you do,
you simply must
know that yellow
will be fashion's
favorite color in
the spring of '31



I. before the war dresses favored flounces, and so will you when you slip into this yellow frock with its pleated all-around skirt



II. you can lose the match and still be a winner in this yellow charrue, which buttons up the front, gilet fashion.



III. you will come much nearer going around in par if you let this two-piece yellow sports suit brighten your golfing moments.



IV. this yellow tea-gown ties its fichu collar in an intriguing sash, quaint, but appropriate at candle-lighting time.

If your wardrobe begins to show a yellow streak, it is a lucky-sign. Yellow promises to be the rage for early season wear, judging from the predominance place it holds in the southern resort clothes. And of course Palm Beach clothes are the things that are worn everywhere, just a little later!

Materials are quite as important as color, you will find. Spun rayon fabrics are now in the trend register and if you want to travel in good company, you will travel in them.

You can get the most beautifully "crunchy" spun silky, fluffy as wool, light as a feather and made with a charming low luster.

If you have in mind golf, tennis, motororing or just tramping, these things will please you. Also, if you have in mind looking lovely in the office, a few yellow togs in this material will set you up, not only in your own estimation, but in that of others.

There are other weaves quite as enchanting. You can have sheer basket weaves, corded and flecked spun rayons that have the delicacy of chiffons with the backbone of organdie. And there are nubby and ribbed materials that will delight your feminine heart.

J. THIS is the time of year when you are apt to be wearing about the house much-worn and much-tattered frocks from last summer. With new Palm Beach things in all the stores, why not brighten up your home hours and your family life with a new frock or two?

One of the sweetest of these little wearabout frocks is a sun yellow spun rayon fabric that has a little open work lacquer in it, in floral design. It gives it a lacy look, and a sweet one.

This frock has several new style points that are well to watch. There is a pleated all-around flounce, like those worn before the war, and the advent of straight-line frocks.

There is a pointed motif that tops the pocket and edges the arm holes in a new and charming manner. The banding around the neck has points around its outside, though a plain line at the neck.

II. IF you prefer your blouse over, rather than under your skirt, you will be interested in a nondescript little tennis frock that wears its blouse this way.

It is a chartreuse yellow and brown sponge combination, its patent leather belt and the grosgrain ribbon and patent leather trim of its hat being brown.

The skirt has pleats all around, widely spaced, and stitched well below the hips. The sleeveless blouse looks like a little gilet, with pearl buttons up its front, a wide facing at its neck and little tucks radiating from this facing. It has rounded front edges, a smart new note.

III. USEFUL for golf or work is the smart two-piece sports suit made of a basket weave rayon and cotton shantung in a new yellow tone that has a lot of gray in it and is flattering as can be to brunettes.

This suit has a modified polo shirt tie-in blouse, and you button it up the front with pearl buttons, as you do the skillfully-tailored skirt which has a fitted yoke and double box pleats at the side of both the front and the back panels.

A hat of bangkok is the same new yellow, with a touch of off-black in its velvet trim.

This is really a new shirtwaist suit because its blouse is made fast to the skirt at the belt line and then a separate belt fastened to cover it. It is the type of frock that we will see more and more of as the season rushes along.

IV. PLAY clothes grow more important in this social life that winter has increased. Every one of you probably would welcome another tea frock of some kind, the type of "little dress" you could wear to a tea-dance at a hotel.

One that has charming simplicity and real beauty is a pastel yellow mizine, a transparent rayon crepe with a lacy stripe in it that adds festive appeal.

This yellow tea dress is quaint in its simplicity, but very modern in its beauty. It has the new double flounced skirt, each flounce headed by a ruching of self-material.

There is a fichu collar that crosses, in the manner of Priscilla's day, and ties in the back in a sash.

costumes by
Burdino's,
Palm Beach
and Miami,
from Dupont
style service.

In the front of the V that the fichu makes at the neckline, there is a little netting and loop of dark brown ribbon and two little flowers, one the color of the dress, the other a delectable pink.

Under the crown of the brown hat are two of the same flowers, making a costume of the little frock.

If you are going south, you will want and need all of these costumes. If you are staying home, look them over and, with an eye to the future, add one or two to your wardrobe while the getting is good.

V. SINCE first thoughts of spring bring to mind leisure moments, you may want to consider pajama suits.

A lovely new golden beige suit is made of a pebbly spun rayon that is non-crushable. The trousers fit the hips very snugly and have broad lower width. They fasten onto a sun-back blouse of yellow beige and soft blue striped silk.

The coat is hip-length, tailored semi-fitted, with patch pockets lined with the blouse's stripes. Atop it is a Vaile beach hat banded in the blue and golden beige of the suit, a charming color scheme against sand.

The vague for pajamas is proving a lasting one, due partly to the fact that they are serviceable, but even more so, to the rather intriguing audacity which they give to their wearers. No matter which skirt era, the short or the long, was most becoming to a woman, she finds that pajama styles are flattering.

Rayon is especially desirable for pajamas, as it will not muss, no matter how much you sit around the beach, or how many games you enter during the morning hours. You will be just as fresh for lunch, in case you haven't time to change, as though you stepped out of your room when the clock struck one.

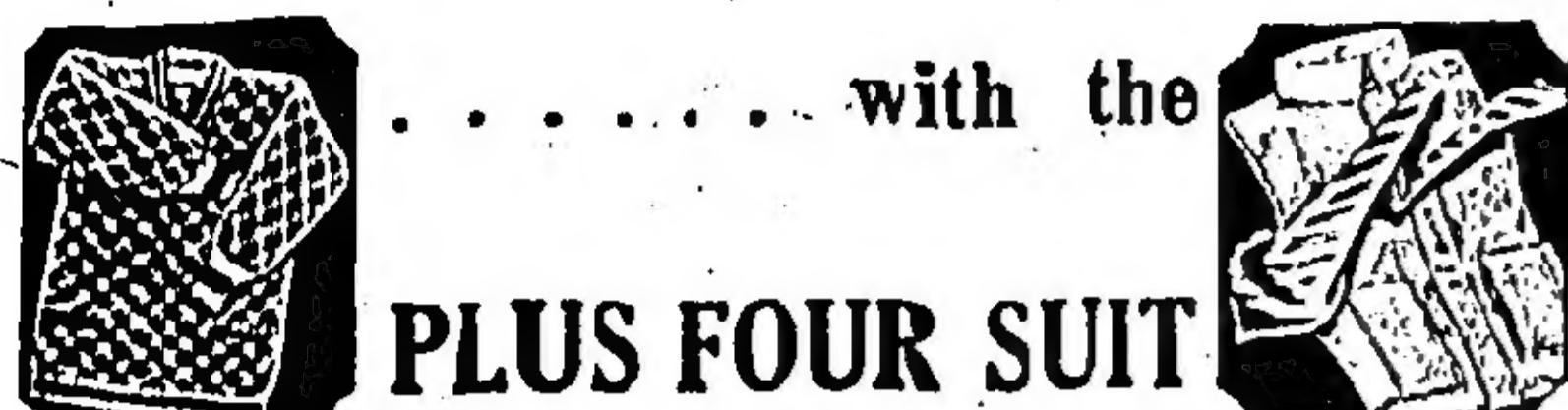
Rayon also has a sheen which has an attractive effect upon its colors. When it comes in gold it is a little dazzling. Blue, which is used as a decorative color, helps to tone down the glamour, adding a distinctly feminine touch at the same time. Sun-back blouses continue to be the style, and here again the color is in harmony with a sun-tinted skin.

V. don't believe it when they tell you that everything which glitters is not gold . . . for this lounging pajama suit is golden beige and it glitters a-plenty.

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Pictorial Supplement

February 7th, 1931.



Pau Ka-ping, the Chinese goal-keeper, is here seen taking charge of the Lai Wah Cup after it had been presented on Saturday by Mrs. R. H. Kotewall, who is seen with bouquet. (Photo: Mee Cheung).



His Excellency Governor Interested in a first-aid demonstration at the annual inspection of the St. John Ambulance Brigade at Caroline Hill. (Photo: A. Fong).



Little students of the Italian Convent are here shown in one of the items in the concert which they gave at the annual distribution of prizes recently. (Photo: Mee Cheung).



Characters in the operetta, "The Five Continents," which was one of the features of the concert given by pupils of the Italian Convent School at the annual prize-giving. (Photo: Mee Cheung).



Fair-members of the cast of "Shanghai Lights," an entertaining musical comedy to be produced by the Shanghai A.D.C. in the New Lyceum Theatre shortly. Left to right: Miss Violet Richards, Mrs. B. Harvey, Miss Beth Smith Wright, Miss Ann Watson, Miss Phil Wallwork, Miss Rosemary Taylor, Miss Hilda Walters, Miss Doris Landers, Miss Agnes Gilmour, Miss Millicent Mason, Mrs. Carol Bateman, and Miss Phyllis Gray.



Members of the cast of "Shanghai Lights" to be produced shortly by the A.D.C. at the new Lyceum Theatre. Left to right: Messrs. J. H. O'Grady, E. Smith Wright, W. A. Scott, W. Baumann, E. C. Inston, L. M. Bell, K. O. Boyd, J. D. Fyfe, and F. E. Mann.

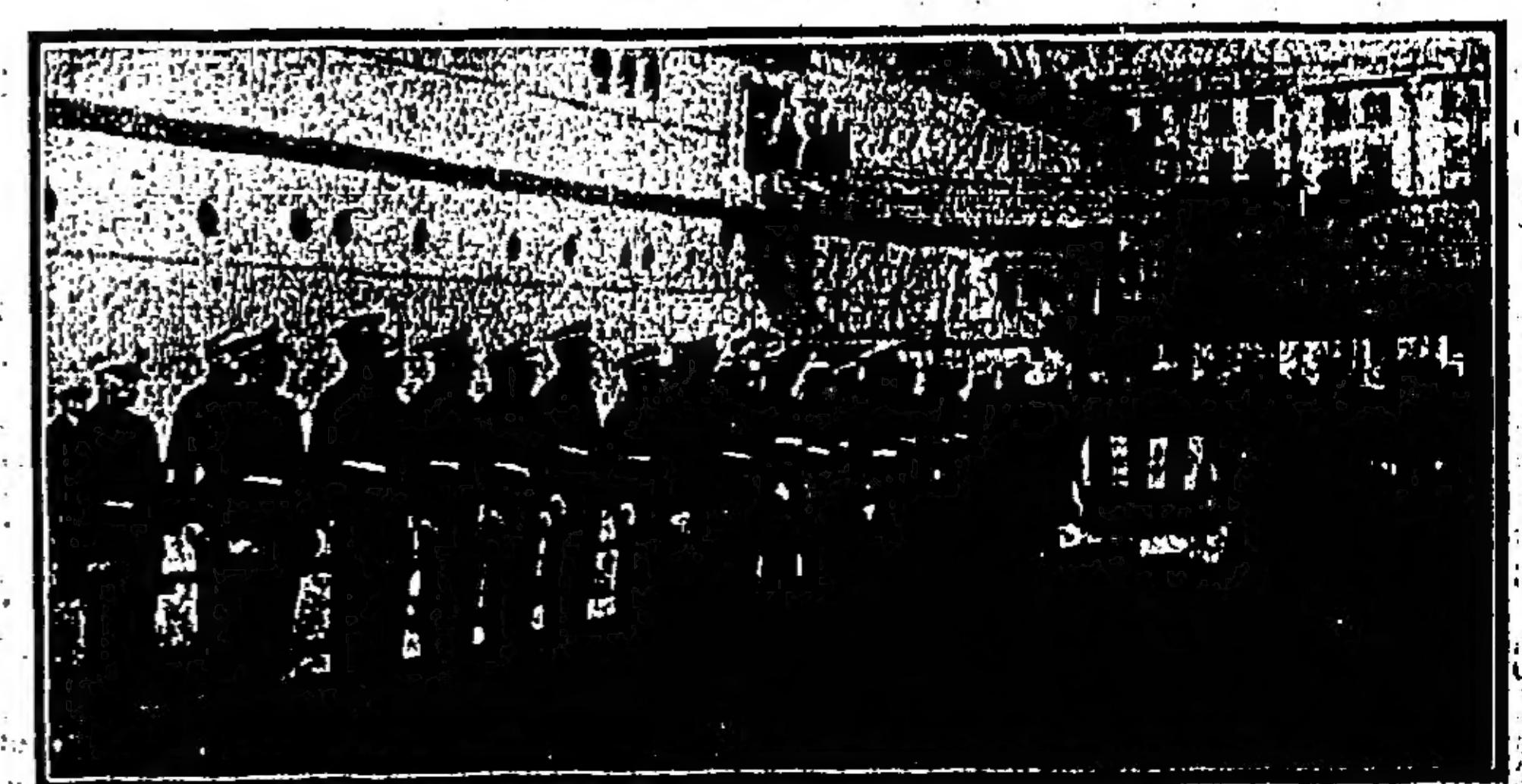


Photo shows the remains of Captain A. K. Schoop, Commander of the U.S. Naval Patrol in South China, who died at the Royal Naval Hospital, Hongkong, being taken aboard the a.s. President Jackson for shipment to America, where the interment will take place. (Photo: Mee Cheung).